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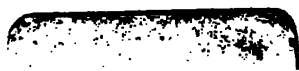
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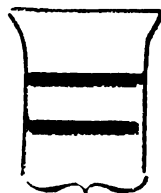






*John Barry*

FROM THE PORTFOLIO  
JULY, 1813



BARRY ARMS

AFTER PORTRAIT  
BY  
GILBERT STUART

ANNALS

OF THE

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...





# COMMODORE JOHN BARRY

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"THE FATHER OF THE AMERICAN NAVY"

---

THE RECORD OF HIS SERVICES  
FOR OUR COUNTRY

"I serve the Country for nothing"—*Barry*

"May a suitable recompense always attend your bravery"—  
*Washington*

BY  
MARTIN I. J. GRIFFIN

Member of The American Catholic Historical Society, of Philadelphia; The Historical Society of Pennsylvania; The Buffalo Historical Society; The American-Irish Historical Society, and The American Historical Association of the United States.

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The publication of this book is due to the subscriptions of those named who, prior to publication, ordered copies. Personally I am grateful for their co-operation in my work, thus enabling me to put in enduring form THE RECORD OF JOHN BARRY. Those who honor this gallant man should honor likewise the PATRONS of this work without whose goodwill it would not have been printed.

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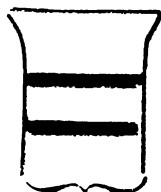






*John Barry*

FROM THE PORTFOLIO  
JULY, 1813



BARRY ARMS

AFTER PORTRAIT  
BY  
GILBERT STUART

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## INTRODUCTION



### COMMODORE JOHN BARRY.

The achievements of the American Navy are of imperishable honor and to its ever enduring fame. To relate the careers of its heroes has been the loved work of many distinguished writers who have set forth the deeds of those who have upheld the honor of the Country in the Wars in which the Navy has been a most important factor.

Withdrawing no meed of praise due to those whose services have been so marked as to gain the admiration of their countrymen and who have been so fortunate as to win distinguished names to record and proclaim their deeds of heroism and of duty, it is nevertheless true that

### CAPTAIN JOHN BARRY

of the Revolutionary Navy has not received that biographical distinction which his deeds merited. So his name has not become impressed upon the minds and hearts of his countrymen to the degree justified by the value of his services.

In 1897, the centennial year of the launching of the frigate *THE UNITED STATES*, Commanded by Captain John Barry, the first frigate of the Navy of the United States under the Constitution, I issued *THE HISTORY OF COMMODORE JOHN BARRY* in a limited edition of two hundred copies.

The present work is a more complete record founded on later discovered official and personal documents of the Commodore and other authoritative sources.

This, the centennial year of his death, and the present prominence of the Navy of which he was the first and ranking Captain by the appointment of President Washington, is most

aptly, the proper time to narrate his career during the Revolutionary struggle, which resulted in the freedom and Independence of our Country and in which he bore a most heroic part, and also to record his deeds during the war with the French Republic in which his services were no less useful and brilliant.

These will, in a measure, demonstrate that JOHN BARRY, the County Wexford Irish Catholic, well merits the favorable judgment of all true Americans as worthy of the honor due to one who well served the land of his adoption and upon whom may, fitly, be bestowed the coveted title of

#### FATHER OF THE AMERICAN NAVY.

Yet this Patriot of sterling worth and heroic services has not in the popular mind secured even a secondary position nor are his merits, founded on his deeds, known to his Countrymen beyond the most primary knowledge. Even his name seems not to be known to those, in Naval circles, who, on public occasions, speak of the deeds of the Navy or make manifestation of a knowledge of its heroes. Near a century after his death a tardy recognition of his services has come from the Government he aided so well in establishing and from the Navy Department, which he was the earliest in advising the creation of, by the naming in his honor of a torpedo boat destroyer THE BARRY.

Captain Richmond Pearson Hobson, U. S. N., in an address on THE NAVY on Flag Day, June 14th, 1901, at the Buffalo Pan American Exposition spoke of the extraordinary record of our Navy. "At the time of the Revolutionary War we can scarcely be said to have had a Navy, yet how many of us know that we captured from the British over 800 vessels and more than 12,000 seamen, and of these more than 100 were war vessels of the royal navy carrying more than 2,500 guns. Usually it is the weaker side that suffers the heaviest loss, yet in the sea fighting of the Revolution the American losses were scarcely more than one-sixth those of the British." But Captain Hobson said, "As my mind looks over the range of our Naval history, I see a long list, a long line of majestic figures whose very names are an inspiration." Then he gave

the names of twenty-one whom "History with her bright and luminous pencil inscribed upon the glorious scroll." Yet that of JOHN BARRY, the Commander of the largest and finest vessel in the Revolutionary Navy, the earliest and latest fighter, the first Commodore of the very Navy Captain Hobson glorified by his bravery, was not named.

This relation of the career of COMMODORE JOHN BARRY is intended to be the Historical Record of this gallant officer. It is presented not as an eulogy or laudatory biographical memoir but as a plain historical recitation of the events of his public career as the records preserve them.

It is given without the attractiveness of literary merit, and with no desire to indulge in the glorification of a patriot who served our country well. The record of his career renders words of praise unnecessary, even though we be bid to "praise men of renown."

To General Henry Clay Kessler, of Butte City, Montana, the grandson of mate and clerk John Kessler, of the *Alliance* and of the *Delaware*, under Captain Barry; to Captain John S. Barnes, of New York City; to Mrs. W. Horace Hepburn; to Simon Gratz, Esq.; to the American Catholic Historical Society of Philadelphia; to the late Ferdinand Dreer, Esq.; and the late Mr. Charles Roberts, I am gratefully indebted for help given in the compilation of this work.

I have endeavored to be absolutely correct historically. My intent has been to gather facts and not to indulge in eulogium; "which, if I have done well and as becometh the history, is what I have desired; but if not so perfectly it must be pardoned me." (Machabees xv, 39.)

MARTIN I. J. GRIFFIN



## ANNALS OF THE BARRY FAMILY.

BY PHILIP HERBERT HORE, ESQ., LATE OF POLE HORE.

The family of Barry deserve well of the county Wexford; in fact, I do not know of any names among the Anglo-Norman settlers in that county which can show so honorable a record of services rendered, and filled such important posts of trust and responsibility in the past, and extending over so long a period in the earlier history of the county. The earliest settler of the name in Wexford that I can find is Adam de Barry, settled in Wexford 28 Edw. III, 1354; a cadet of the noble house of Barrymore of Cork, although the name of Odo de Barry appears, as will be found futher on, in the "List of the Receipts of the 15th"—a tax imposed on the inhabitants for the protection and government of the Pale—as either an occupier of land or one of the collectors of the tax in the year 1297. But before proceeding any further we will take a glimpse at the Cork, or head branch, and their intermarriages.

William de Barret or Barri, common ancestor of the family, married Angarette, daughter of Nesta, daughter of the Prince of South Wales, and sister to Robert Fitzstephen and Maurice Fitzgerald, had issue four sons, Robert, Philip, ancestor to Earls of Barrymore, Walter, and Gerald, or Gerard, well known as Giraldus Cambrensis, so styled from the word Cambria, the ancient name of the county of Pembroke, being born at Tenby about the year 1146.

In my father's papers I find it stated that this noble family (Lord Barry, of Buttevant, premier Viscount of Ireland) derived their name from the Island of Barry, off the coast of Glamorganshire, from whence the young knight, Sir Robert de Barry, accompanied FitzStephen in his perilous enterprise, was the first man wounded in the reduction of the kingdom when scaling the walls of Wexford, and the first who ever flew a hawk in Ireland. His brother Gerald was the learned historian of the period, Giraldus Cambrensis. In this family occurred the remarkable precedent of an elder son being deprived of the family honors and estates in consequence of being deaf and dumb. According to Lodge, this young

knight, Sir Robert, was of great resolution and courage, and mounting the walls of Wexford with the foremost, he received a stroke upon his helmet with a large stone, which tumbled him from the wall into the ditch, where he had perished if he had not been timely relieved by his men, who ventured their lives to save him, and, through the violence of the blow, about 16 years after, he lost all his great teeth. After Wexford was reduced, and a way opened for the settlement of the English, he endeavoured to bring the Irish into a state of civility, on which account he gained such repute among them that they gave him the title of Barrymore, as Cambrensis writes, who also honors him with a large character, being "a young knight that for his worthiness cared not for his life, and was rather ambitious to be really eminent than to seem so"; and remarks "that he was the first that ever manned a hawk in this island." After his services in Ireland he is said to have seated himself at Levington in Kent, but, however, that may be, he returned here again, and about the year 1185, being killed at Lismore, county Waterford, his brother, Philip de Barry, in February following, arrived with a choice company of men to assist his uncle, Robert FitzStephen, and Raymond le Gros, to preserve the kingdom of Cork, and to recover and build castles upon his lands of Oletham, Killede and Muskerry Donegan (unjustly detained by Ralph son of said Robert FitzStephen) which was confirmed to him by the said Robert's charter, dated 21st February, 1206, and soon afterwards he built the castle of Barry's Court.

James Lord Barry, his descendant, was knighted by Sydney, in 1566. Sir George Carew states that this nobleman, in order to "make himself 'Barry-roe,' murdered Redmond and John Barry, on which their two brothers, Richard and James, fled for succour to the Earl of Desmond." He adds that on the death of James Barry the Viscount dispossessed the daughter and heiress (who was afterwards married to Lord Power) and made himself Viscount Buttevant by force.

His son, David Fitz James Barry, Viscount Buttevant, 1585, married Helena, daughter of David Roche, Viscount Fermoy, leaving a son, David, and six daughters, one of which, Honora

after marriage with Gerald Fitz Gerald, of Decies, married Pat Browne, of Mulrankin, county Wexford, and by him (who died 3rd April, 1637) had two sons, William and Walter, and several daughters.

James Barry descended from Sir Robert Barry, of the Rock, county Cork, married several times, according to Lodge; he left six sons and five daughters by his first wife. Nicholas, his younger son, married Ioan, daughter of Nicholas Howard, and had issue a daughter, Rose, married to Gerald Foy, and two sons, Matthew and Richard. The latter married Mary daughter of John Haughton, of Wexford, Esq, and had James, his heir, and Mary, married to Richard Neville, of Forenaughts, county Kildare. From this branch sprang the Barrys of Newtownbarry according to Mr. Lodge."

Chronological annals from the year 1207 then follow the above from *The People of Wexford*, October 21st, 1893. These, though numerous and interesting, especially to those of the Barry name, are not within our purpose to present.

## CHAPTER I.

BARRY'S REPUTATION—HIS FAMILY CONNECTIONS—HIS BOYHOOD—THE LANGUAGE HE SPOKE.

CAPTAIN JOHN BARRY "may justly be considered the father of our Navy," wrote Mr. Dennie, the editor, of the *Portfolio* of Philadelphia, in a biographical sketch of the Commodore which appeared in that periodical for July, 1813.

In publishing the *Portfolio* remarked: "A full delineation of the character of Captain Barry would be peculiarly interesting, but the materials which have been supplied are not sufficient for such a work. We leave it to the industry and research of the future historian to fill up the outline and give to the picture that detail of incident and richness of color which the subject merits. Among the naval heroes of America who have advanced by the utility of their services and the splendor of their exploits the interests and glory of their country, Commodore John Barry holds a distinguished rank. His eminent service during our struggle for Independence, the fidelity and ability with which he discharged the duties of the important stations which he filled, from the period of the establishment of that Independence till within a few years of the close of his life, give him a lasting claim upon the gratitude of his country."

In Allen's "Biographical Dictionary," published in 1809, we read: "Barry was a patriot of integrity and unquestioned bravery. His naval achievements a few years before his death reflect honor on his memory. The carnage of war did not harden his heart into cruelty. He had the art of commanding without supercilious haughtiness or wanton severity. Another trait in his character was the punctilious observance of the duties of religion."

In Frost's "Naval Biography" it is said: "His name occurs in connection with not a few remarkable events in the history

of the Revolutionary War, and always with credit to himself and honor to the flag under which he sailed. Few commanders in the Navy were employed in a greater variety of service or met the enemy under greater disadvantages. Yet in no one of the numerous actions in which he engaged did Commodore John Barry ever fail to acquit himself of his duty in a manner becoming a skilful seaman and a brave warrior."

The National Portrait Gallery said: "His lofty feelings of honor secured the confidence of the most illustrious men of the nation, and gave him an extensive influence in the various spheres in which his active life required him to move. The regard and admiration of General Washington, which he possessed to an eminent extent, was among the most eminent fruits of his patriotic career. His public services were not limited to any customary rule of professional duty, but without regard to labor, danger or excuses, his devotion to his country kept him constantly engaged in disinterested acts of public utility."

Judson's *Sages and Heroes of the Revolution* says (page 417):—"He was noble in spirit, humane in discipline, discreet and fearless in battle, urbane in his manners, a splendid officer, a good citizen, a devoted Christian and a true patriot."

*The Gallery of Distinguished Americans* said: Barry was above the ordinary stature and of graceful and commanding person, expressing in his strongly marked countenance the qualities of his mind and the virtue of his heart. His private life was as estimable as his public career was brilliant. In his domestic relations he was ingenuous, frank and affectionate. In his intercourse with mankind his deportment procured an extensive circle of friends. Deeply impressed with religion, he exacted an observance of its ceremonies and duties on board of his ship, as well as in the retirement of private life. His lofty feelings of honor secured the confidence of the most illustrious men of the nation and gave him an extensive influence in the various spheres in which his active life required him to move. The regard and admiration of General Washington he possessed in an eminent degree were among the enviable fruits of a patriotic career.

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**BALLYSAMPSON, BIRTHPLACE OF COMMODORE JOHN BARRY.**

Similar quotations might be given from numerous biographical sketches which, though scant in historical material, testify to the high esteem in which Captain Barry was held and the importance of his services to the Country.

Maclay's History of American Privateers (p 85) says "One of the most successful Commanders in the Navy of the Revolution was Captain John Barry."

That writer errs in relating that Captain Barry commanded, when unable to get employment in the Continental Navy, the privateers *General Montgomery* 6 guns and the *Rover* 24 guns. The former was a brig of 20 men commanded in 1782 by J. Barry of Massachusetts—the latter a ship of 100 men under command, in 1781, of J. Barre also of Massachusetts and doubtless the commandant of the *Montgomery* the following year.

Our John Barry, the Philadelphian, was, as we shall learn, Commander of the *Alliance* from November, 1780, until after Peace in 1783.

Not only had he a namesake in naval operations in Massachusetts but also one in Maryland who is mentioned as early as December, 1776, in connection with the row galleys of that State.

JOHN BARRY was born in the townland of Ballysampson and lived his boyhood in the townland of Rostoonstown, both in the parish of Tacumshin, Barony of Forth, Province of Leinster, in Ireland.

The Parish covers 3000 acres; is situated between two townland locked gulfs with very narrow openings—Lake Tacumshin and Lady's Island Lake. Possibly these lakes gave young Barry the inspiration for the sea and upon both he in youth oft pulled the oar. "The old people show a house in Rostoonstown where Barry lived after his father left Ballysampson," writes Mr. Michael Browne.

But Mr. P. J. Barry, of Muscatine, Iowa, writes that his father, now over eighty years of age, relates that young John Barry lived in Ballahaley, that the house is still standing on the Ballahaley side of Lake Tacumshin. The present occupants are Mr. John Barry and his mother, Mrs. Mary Ann Barry.



He visited it within ten years and describes it as being two stories or what would in this country be called one story and a half, a fair sized building, the walls partly stone and mud, roof thatch.

In letters written early in 1877 by Miss Sarah Smith Stafford, an aged lady of Trenton N. J., to Capt. John S. Barnes, whose wife is the grandniece of Commodore John Barry, it is stated that Catharine Barry, the mother of the Commodore was married three times. First to John Barry, a clerk in a malt house in Wexford. The issue of this marriage was three sons, John, Peter, and Thomas, and one daughter Catharine. John is the subject of this memoir. Thomas came to America after the Revolution, settled in Wilmington, married a Swede and died without issue. Of Peter nothing is known. Catharine married in Ireland a Mr. Meyler and had three sons, John-Robert and James.

The second husband of the mother of Commodore Barry was John Howard Stafford. The issue of this marriage was Patrick (or Philip) and Margaret. Margaret married first Philip Bennet, secondly Lawrence Furlong. Patrick (or Philip) married at Wexford, Brigetta Daverness, daughter of Walter Daverness, merchant of Wexford.

The third marriage of Commodore Barry's mother was to a Mr. Roche. No issue resulted from this marriage.

Miss Stafford's brother Samuel Bayard Stafford, in 1891, when living "near Lanham's, Prince George County, Maryland," wrote me: "My grandfather Col. William Howard Stafford, after the death of his wife, married the widow Catharine Barry, of Wexford, in Ireland, mother of Captain Barry."

Mr. Stafford was then in feeble health but promised information concerning the Barry ancestors which, in manuscript, was at his former home in Trenton, New Jersey. This never was received, though I had been in correspondence seeking it from early in 1888. No verification of these statements of Mr. Stafford and sister has been found.

On the contrary, besides the doubt because of the thrice marrying, Mr. Michael Browne, of Bridgetown, County Wexford,

writes "It is said here that his mother accompanied him to America when first leaving."

He also sends a photographic record which seems to show that James and Ellen (Cullen) Barry were the parents of our John Barry.

Instead of his brother Thomas coming to America after the Revolution it is all but certain he was in Philadelphia early in 1779, as on February 15th in that year Captain John Barry and his wife Sarah "stood for" Anna the daughter of Thomas and Anna Barry at her baptism by Father Farmer on the day of her birth. No other clue of Thomas has been discovered. He is probably the brother of whom Captain John Barry wrote to Lafayette on November 11th, 1782 from L'Orient that he had had the honor at Bordeaux of calling on Madame Lafayette, but "is since lost at sea."

A manuscript by the late Edmund Hore, Editor of "*The Wexford Independent*," says "Commodore John Barry, the third son of a farmer was born in Ballysampsion in 1746. At the age of fifteen he went to sea with his uncle master of a vessel trading out of Wexford."

The first published sketch of Commodore Barry, that in the *Portfolio* for July 1813, founded on information given by John Kessler, an associate of Barry's during the Revolution, gives the year 1745 as that of the date of birth of the Commodore. This has been followed in all subsequent recitals of his career which have simply been rewritings of the original sketch until the publication in 1897 of the HISTORY OF COMMODORE JOHN BARRY. Kessler, being an intimate of Barry's and preparing his account at the request of Mrs. Barry, both, most probably, knew the date of birth but investigations made for this work in Ireland do not confirm this date.

The Register of Births of Lady Island Church, the parish Church of Tacumshin, which is yet preserved, has no record of a baptism of a John Barry in 1745. But the following appears under August, 1739.

3. John Barry and Marianna twins were born at Bally Sampsion, son and daughter to James and Ellen Cullen. Go-

sheps were Andrew Parle and Johanna Barry and John Rossetter and Ellen O. Morrow.

The record was made by Father James W. French who was Parish Priest of Lady's Island at the time and kept the records from 1736 to 1763.

A pencil mark may be observed by the side of the entry. Father Whitty, the present pastor at Lady's Island, writes: "It was certainly there before I came here and may have been there for many years previously." Concerning the year of of this baptismal record Mr. Michael Browne, of Bridgetown, writes:

"As this is six years earlier than 1745, the supposed date of Commodore Barry's birth, there may be a doubt whether it refers to him at all. But as it is certain he was born in Ballysampsion and as there is no entry of his birth in 1745 it may be taken that this entry refers to him, except there is some strong evidence to the contrary."

Father John Codd, now sixty-five years of age, declares that when he was young he heard an old Priest say that Commodore Barry's birth was registered in the Registry of the Island

A possible point of confirmation may also be found in the name of John Rosseter, a sponsor. This is probably the father of Captain John Rosseter, a privateersman of the Revolution and an associate and friend of Captain Barry.

Mrs. Nancy Merryman Kelly, writing to Barry from Wexford, May 20th, 1802, for assistance, said she was "your sister Margaret's eldest daughter. Your father gave me half a guinea out of the money you last sent him. My husband, who was killed in the disturbances in this country[1798] was living with me in your father's time when he was living with my father's mother."

Mrs. Augusta (Clopper) Hutton now living in Montgomery County, Maryland, states that she was often informed by older members of her family that James Byrne, of Philadelphia, married Jane, a sister of Commodore Barry.

By the will of James Byrne April 30th, 1793, probated

1739

2. margaret miler daughter to William & Elizabeth Walsh of Coules in  
care goshops were John  
Hoare & mariana harper
3. John barry ~~was~~ <sup>and</sup> mari-  
anna twins were born  
at Ballysammon, son &  
daughter to James & Ellen  
Cullin goshops were Andrew  
parle & ~~George~~ <sup>John</sup> Barry, & John  
Dorset & Ellen & morrow
- A margaret Wicken was  
born an beathin daughter  
to Richard & mary Rock  
goshops were george wick  
& mary wicken



August 24th, 1795, he mentions his wife Jane and bequeaths money to "Rebecca Willcox in North Carolina daughter of wife Jane," Captain Barry was appointed administrator of the estate of Jane Byrne on January 28th, 1796. [Letter Mr. Jos. Willcox.]

Captain Barry's father had a brother Nicholas. Richard Barry, writing to the Commodore from New York on May 21st, 1799, said he was "the son of Nicholas Barry, that is your father's brother."

No traces of these reputed relatives appear in the many papers examined in the preparation of this History. These recitals are recorded as, perhaps, of future help in the genealogical research of the Barry family. The collateral descendants of the Commodore are without knowledge which might be useful in this connection. Unsatisfactory though this genealogical record is, much time given to the unravelment of its intricacies has not enabled the compiler to present a clear family chart. Like other eminent Americans the pedigree of Commodore John Barry must begin with the first immigrant—himself—but with himself it closes, as being childless, though twice married, he left no direct descendants.

"The Father of the Navy" like "The Father of the Country" had no children. God, it has been said, made Washington childless that a Nation might call him Father. The galaxy of distinguished men Stewart, Decatur, Dale, Murray, and others who served under Captain Barry merited for him the title so long given of FATHER OF THE NAVY.

In a letter of February 15th, 1877, Miss Stafford wrote:

"I have for more than sixty years been a visitor to Commodore Barry's residence in Philadelphia. I was shown by Mrs. Sarah Barry's niece, Mrs. Patrick Barry Hayes, the ball that tore the flesh of the Commodore from his left shoulder." A later letter says the ball was lost.

On April 16th, she wrote: "As I am far advanced in years I have concluded to write something respecting my father's valued friend Commodore Barry. Life is so uncertain and I may die suddenly, then some part of history may be lost."

This account if ever written has not been found. Miss Stafford died January 6th, 1880, age 78 years.

It is a noteworthy incident to relate that while young Barry remained in his native Barony of Forth he must, undoubtedly, have spoken the only language or dialect which prevailed.

The Very Rev. C. V. Russell, D. D., President of Maynooth College, at a meeting of the British Association in 1857, read a paper, "On the Inhabitants and Dialect of the Barony of Forth in the County Wexford." It is published in "A Glossary with some Pieces of Verse in the old Dialect of the English Colony in the Baronies of Forth and Bargy" by Jacob Poole, Edited by W Barries, 1867.

Dr. Russell said:—"The peculiar dialects which up to the last generation continued to be commonly spoken in the Baronies of Forth and Bargy in the County Wexford, Vallancey, in the second volume of the *Transactions of the Royal Irish Academy*, considers the ordinary English of the period of the invasion, preserved unaltered by the descendants of the original colony. Popular opinion in Ireland, however, looks upon it as of Flemish origin. In the Southwell Mss., written in 1680, are a series of returns regarding the County of Wexford which reports: "They preserve their first language (old Saxon English) and almost only understand the same unless elsewhere educated, they wear the same sort of apparel their predecessors first used which according to the English mode, is of very fine dressed frieze; they profess and maintain the same faith and form of religion, they seldom dispose of their children in marriage but unto natives or such as will determine to reside in the barony."

Vallancey, in 1788, collected specimens of the dialect with some difficulty. The vocabulary which he printed was chiefly supplied by an old gentlewoman named Browne, commonly known as "The Madam," and an old man named Dick Barry of Ballyconnor, who lived to an exceedingly old age and was probably the last genuine representative of the Forth speaking peasantry." Dr. Russell, however, considers "the Flemish a wild theory." Stanyhurst regarded it as "neither good

English nor good Irish and to have made a mingle-mangle of both languages."

Dr. Russell concludes, "the Barony of Forth language, is a lineal descendant of the English introduced by the first settlers, modernized in its forms also, though in a less remarkable degree, in its vocabulary"



BARONY OF FORTH.

He continues,

The only complete piece which I have been able to recover is that printed by Vallancey. I shall give a short account of it, together with the opening and concluding verses, as a sort of text for the observations on the structure of the dialect which it seems to suggest. The theme is of the simplest. An



old yeoman Wathere (Walter), who is described a "lournach" and "hackee" ("low spirited" and "out of temper") with the world, in answer to the remonstrance of one of his neighbors, Joane (John) on his downcast and moody appearance, relates how a great match of the well known rustic game of *commane* or *hurley*, in which two neighboring parishes were pitted against each other, had been lost through an unfortunate miss on the part of his son Tommeen.

It begins by Joane's demanding:—

"Fade teil thee zo lournagh," co joane, "zo knaggee?  
Th' weithest all curoagh, wafur, an cornee.  
Lidge w'ouse an a milagh, tis gaay an louthee:  
Huck nigher; y'art scuddeen; fartoo zo hachee?"

Walthere replies,

"Well, gosp, c'hull be zeid; mot thee fartoo, an fade;  
Ha deight ouse yar gabble tell ee zin go t'glade.  
Ch'an a stouk, an a donel; wou'll leigh out ee dey.  
Th' valler w'speen here, th'lass ee chourch-hey."

#### TRANSLATION

"What ails you so melancholy" quoth John "so cross?  
You seem all snappish, uneasy, and fretful.  
Lie with us on the clover, 'tis fair and sheltered:  
Come nearer; you've rubbing your back; why so ill tempered?"

"Well, gossip, it shall be told; you ask what ails me, and for what;  
You have put us in talk 'till the sun goes to set.  
I am a fool and a dunce; we'll idle out the day.  
The more we spend here the less in the church yard. "

I must refer to Vallancey for the narrative. Wathere proceeds to tell that the game was "was jisting our hone"—all but won by his party—had it not been by ill luck that his son "Tommeen was eepit t'drive in"—that is placed as the player, to give the barnaugh-blow, the decisive stroke, which was finally to drive the ball through the enemy's goal. At first the odds had been against Tommeen's party, but the scale turned and they were on the point of complete success. The ball was almost at goal, and needed but a gentle stroke to drive it through, when, instead of a gentle "dap on kewe," Tommeen in his unlucky over eagerness "yate a rishp"—drew a tremendous blow, and striking his bat upon an anthill,



TACUMSHIN LOUGH.



LADY'S ISLAND LOUGH.



(emothee knockane) shivered it in his hand. Losing the advantage by this unlucky indiscretion, he gave the adverse party an easy victory. Hence the mortification and chagrin of the narrator. The concluding stanzas, which describe the rough but hearty consolation offered by Wathere to his listeners are highly characteristic:—

"Ha-ha! be me coshes, th'ast ee-pait it," co joane;  
Y'oure w'thee crookeen, an ye mee thee poane.  
He at nouthe fade t'zey, llean vetch ee man,  
Twish thee an Tommeen, an eer emothee knaghane.  
"Come w'ouse, gosp Learry, theezel an menchere;  
Outh o'mee hoane ch'ull no part wi' Wathere."  
Joane got leigheen; shoo pleast aam all, fowe?  
Shoo ya aam zim to doone, as w'be doone nowe:  
Zo bless all oore frends, an God zpeed ee plowe.  
"Hey-ho! by my conscience, you have paid it," quoth John;  
"Give over your crossness, and give me your hand.  
He knows what to say, mischief fetch the man,  
Betwixt you and Tommy and the pismire-hill.  
"Come with us, gossip Larry, yourself and Miles;  
Out of my hand I'll not part with Walter."  
Joan set them a laughing, she pleased them all, how?  
She gave them some to do, as we are doing now (drinking),  
So bless all our friends and God speed the plough.

Meagre, as is this specimen of the language, it will enable us at least to form a general idea of its chief structural and grammatical peculiarities. Such was the language young John Barry spoke. Such may have been the game he oft as a boy took part in. This may have been a hurling match he witnessed and so have felt the chagrin of the defeat of his parish or bounded with joy at its victory snatched from defeat. Perhaps Dick Barry, the last of the Forthers to speak this peculiar dialect, may have been of John Barry's own family.

## CHAPTER II.

BARRY IN AMERICA—CAPTAIN IN THE COLONIAL MERCHANT  
SERVICE—VOYAGES—APPOINTED TO THE COMMAND OF  
THE "LEXINGTON"—THE FIRST CONTINEN-  
TAL ARMED BRIG—HIS FLAG.

While the tradition at his birth place is that Barry "came to America with his mother," Miss Stafford relates:

"He left home without the knowledge of his friends, went to Spanishtown in the Island of Jamaica; came to Philadelphia, from thence worked for Mr. Willing; then lived with Samuel Meredith. Being an active youth the Merediths and Cadwalladers assisted him in procuring a situation. He lived with General Cadwallader." So wrote Miss Stafford April 16th, 1877. She simply meant that Barry, after coming to Philadelphia, was in the employ of the merchants Willing, Meredith and Cadwallader and sailed on their vessels. It is generally stated that Barry was fifteen years of age on his arrival in Philadelphia. In a letter he wrote in 1792 he speaks of having lived in this country "thirty odd years." Being but a youth no documentary evidences of his career prior to his early manhood are available.

The first record shows he was Captain of the schooner *Barbadoes* which cleared at Philadelphia on October 2d, 1766, for the Barbadoes Islands. John Barry, the master of the vessel, if born 1745, was then but twenty-one years of age. It is unlikely that he was earlier entrusted with a command, though it is probable that upon that or other vessels engaged in the West Indies trade he had been employed until promoted to the command as Master. The *Barbadoes* was first registered at the Custom House on September 29th, 1766. She was built at Liverpool, in the Province of Nova Scotia, and owned by Edward Denny, of Philadelphia. John Barry was registered as Captain. [Ms. Pa. His. Soc.]

Though but of 60 tons is it not more probable that one older than twenty-one years was given such an important command and that at, say, 27 years of age he was more likely to have been selected, thus helping to sustain the record of birth in 1739.

On January 2, 1769, he was elected a member of the Society for the Relief of Poor and Distressed Masters of Ships. He continued in command of the *Barbadoes* until 1771, when, on May 30, he arrived at Philadelphia from St. Croix, in charge of the schooner *Patty and Polly*. In October of the same year we find him commanding the schooner *Industry*, arriving from Virginia. He continued to sail her until 1772, when, on September 2, he arrived from Halifax as captain of the *Frugality*. He had gone thither in command of the *Industry*, but there he and Captain Wilkinson changed places and both returned to Philadelphia on the same day. Captain Barry was then given the *Peggy*, which he sailed to St. Eustatia and Montserrat. In this command he continued until assigned to *The Black Prince*, which sailed from Philadelphia December 21, 1774, for Bristol, England, where he arrived between January 24th and February 4th, 1775. He arrived at London June 7th, 1775. [Felix Farley's Journal cited by J. E. Allen, of Bristol, England to Louis A. Lathrop, U. S. Consul July 23, 1902.] In September *The Black Prince* sailed for Philadelphia, where she arrived October 13, 1775.

*The Black Prince* belonged to John Nixon, whose grandfather Richard, a Catholic, native of Barry's own county, Wexford, arrived in Philadelphia in 1686. It was John Nixon who read the Declaration of Independence to the people of Philadelphia on July 8, 1776.

#### HIS VOYAGES.

The following record of the voyages of Captain John Barry, of Philadelphia, to and from the West Indies, is mainly compiled from the lists of arrival and departure of vessels in the Philadelphia papers of the years given.

....1766....

Oct. 2. Clears for the Barbadoes in the schooner *Barbadoes* of 60 tons,  
[Pa. Gaz.] *Pennsylvania Archives* gives Oct. 18th, as the date.

....1767....

Aug. 20. For Barbadoes. Oct. 29. From Barbadoes.  
Nov. 12. " " "

....1768....

May 19. From Barbadoes. June 2. To Barbadoes.  
Aug. 12. " " Aug. 25. " "  
Nov. 10. " " Nov. 17. " "

....1769....

May 11. From Barbadoes. June 1. To Barbadoes.  
Aug. 24. " " Aug. 31. " "

....1770....

June 21. From Barbadoes. July. 5 To Barbadoes.  
Sept. 21. " " Oct. 11. " "

....1771....

May 30. From St. Croix in brig *Patty and Polly*.  
Oct. 24. " Virginia in schooner *Industry* 45 tons.  
Oct. 31. To New York, " " "  
Dec. 26. To Nevis, " " "

....1772....

April 9. From Nevis.  
May 14. To Halifax.  
July 21. From Halifax.

Sept. 2. From Halifax in sloop *Frugality*. The *Industry* under Capt. Williamson arrived the same day from Halifax, where probably, Capt. Barry had taken her.

Oct. 9. Register for sloop *Peggy*, 25 tons, John Barry, Master issued [2 Pa. Ar. 2 vol. p. 660.]

Oct. 14. For St. Eustatia in the *Peggy*, 25 tons.  
Dec. 16. From " " " " "  
Dec. 23. To " " " " "

....1773....

June 1. From Montserrat in *Peggy*. July 7. For St. Eustatia.  
Sept. 1. " " " " " Oct. 13. " " "  
Dec. 8. " " " " " Dec. 27. " " "

....1774....

March 2. From St. Eustatia. March 23. For Montserrat.  
June 15. " Montserrat. June 29. " "  
Sept. 21. " " "

Dec. 19. Register for ship *Black Prince* issued to John Barry, Master. [Pa. Ar. ii. p 668.]

Dec. 21. To Bristol, England in THE BLACK PRINCE.



BRIDGETOWN, BARBADOES, IN 1766-71, WHEN CAPTAIN BARRY SAILED TO AND FROM THIS PORT

.. From Hughes' Natural History of Barbadoes," London, 1750





.... 1775 ....

Jan. 24—Feb. 4. Arrival at Bristol, England.

June 7. Arrives at London.

Oct. 13 Arrives at Philadelphia.

*The Pennsylvania Gazette* of October 7th, 1772, reports: Captain Barry from St. Christopher on September 16th in latitude 25:17 spoke schooner Diligence, Captain Fulsom, from London for Providence; sloop Edenton from Jamaica, schooner Kingston for Philadelphia from Jamaica; sloop Good Intent from New York to Madeira." This Captain Barry, however, was Captain Patrick Barry. Captain John Barry, on September 16th, was in Philadelphia. What relation, if any, Patrick was to John has not been discovered, but as Captain John Barry administered to Patrick's estate in 1780 it is reasonable to conclude that a family connection existed. Captain Barry's nephew, Patrick Barry Hayes, was probably named after Captain Patrick. Was he a brother or the uncle with whom young John sailed in and out of Wexford Bay?

Captain Barry was twice married. The remains of both wives rest in the grave with his own in the burial ground of St. Mary's church, Philadelphia. The name of his first wife is uncertain. Miss Sarah Smith Stafford, in letters to Captain John S. Barnes, said Barry's first wife was "Mary Burns the daughter of a rank Presbyterian from Scotland—a Presbyterian minister." Among the marriage licenses in the Pennsylvania Archives the names of John Barry and Mary Burns do not appear nor do the records of the Presbyterian churches in the colonies show a minister named Burns.

On October 31st, 1767, a marriage license was issued to John Barry and Mary Cleary. If this was our Captain Barry he took out the license two days after returning from the Barbadoes, for which he set sail again November 12th.

On October 10th, 1772, a marriage license was issued to John Barry and Mary Farrell. If this was our John Barry the license was procured four days before sailing in command of the new sloop *Peggy* for St. Eustatia.

No record of any of these marriages appear in the register of Father Farmer.

But whether his wife's name was Burns or Cleary or Farrell she died on February 9, 177—, aged twenty-nine years and ten months. When, years ago, I copied the inscriptions, the last figure of the year of her death was illegible on the old tombstone, which yet remains near the present tomb, where it was cast aside, when, in 1876, the present tomb was erected. In Gregory B. Keen's "Descendants of Joram Kyn," in the *Pennsylvania Magazine*, Vol. IV, the date of death is given as 1771.

Prof. Keen, the Librarian of the Pennsylvania Historical Society, cannot tell the source of his statement as to the year 1771.

It is possible that the true date is 1774, as given in Campbell's *History of the Friendly Sons of St. Patrick*. The Provincial Tax List for that year records: "John Barry of Walnut Ward, one servant £4." If this was our Captain Barry it seems to indicate house-keeping and so the probability that Mrs. Barry directed it when the List was compiled, say, towards the close of 1773, and justifies the inference that she died in 1774.

On July 7, 1777, Captain Barry married, at Christ Church (P. E.), Sarah Austin, daughter of Samuel Austin and Sarah Keen ("Penna. Archives," Vol. VIII.) Mrs Barry became a convert to the Catholic faith, and was baptized on July 21, 1779, according to the register preserved at St. Joseph's Church. Anna Barry, only sponsor. She was the wife of Thomas Barry brother of Captain John Barry. Mrs. Barry and her sister, Mary Austin with other ladies of Gloria Dei Church, made and presented to John Paul Jones the flag of the Bon Homme Richard. She died on November 13, 1831, at the age of seventy-seven. Her father was a son of John Austin, ship carpenter, who, on November 1, 1683, received from William Penn a lot of ground, 50 by 178 feet, at Third and Chestnut streets; and her mother was Sarah Keen, daughter of Jonas and Sarah (Dahlbo) Keen, who was born in Pilesgrove township, Salem county, New Jersey, on January 20, 1722.

Mrs. Barry had two brothers. One, Isaac Austin, adhered to the cause of the Colonies throughout the War, but the other, William Austin, at first upheld the rights of the Colonies and took up arms in defence, marching with the militia to Camp Elizabeth Town from whence he wrote his sister on July 30th, 1776, (*Ms*) but later, like many thousands, accepted British allegiance and so was, by the Pennsylvania Assembly, attainted of treason and his estates confiscated. He owned the old Arch Street Ferry on the Delaware. The Assembly passed An Act to vest in his brother Isaac Austin, "a certain messuage, wharf, ferry and ferry-landing on the north side of Mulberry [Arch] Street at the eastern extremity thereof in the City of Philadelphia late the property of William Austin, attainted of high treason." On December 22d, 1784, a bill to repeal this Act and to vest the property in George Adam Baker was offered in the Assembly. There had been litigation over this property and on October 26th, 1780, Captain John Barry, and his wife Sarah, Isaac Austin and the children of Christian Keen, late Christiana Stilling, petitioned the Supreme Court in the case. (*Ms* 1572).

To William Austin, Commodore Barry bequeathed his "silver-hilted sword as a token of esteem." He died at Charleston, S. C., on August 3, 1814.

#### BARRY'S REVOLUTIONARY SERVICES BEGIN.

Captain Barry's ship the *Black Prince* was purchased by Congress, named the *Alfred*, after Alfred, the Great, who is credited with being the founder of the English navy. Under Captain Saltonstall the *Alfred* became the flagship of Captain Esek Hopkins, who, as commander of the first fleet sailing under Continental authority, was the first "Commodore," or "Admiral" titles which, though not then official, were commonly applied to the commander of more than one vessel.

Captain Barry's return to Philadelphia from Bristol was opportune for himself and his country. The very day of his home-coming, October 13, 1775, the Continental Congress resolved to fit out two armed cruisers, one of fourteen and the

other of ten guns, with authority to capture vessels bringing supplies to the British army. Two vessels were purchased under authority of this resolution, by the Marine Committee of Congress. They were named the *Lexington* and the *Reprisal*. On December 7, Captain Barry was appointed to the command of the *Lexington* and Captain Wickes to the *Reprisal*.

"At that interesting crisis when Great Britian brought her veteran armies and powerful navies to coerce a compliance with her unjust demands; and when all but men struggling for their liberties would have deemed resistance folly, it became important to select officers whose valor and discretion, whose experience and skill could give the utmost efficiency to our insignificant means of defence and annoyance. The rare union in Commodore Barry of all these qualities, recommended him to the notice of Congress and he was honored by that body with one of the first naval commissions. [Bailey's Am. Naval Biog. 1815. p. 157.]

The *Lexington* was named in honor of the scene of the first combat with Great Britian. Captain Barry was probably the first Catholic appointed in the Continental service" (Scharf and Westcott's 'Hist. Phila.,' I, p. 302.)" On entering it he is reported to have said that he had "given up the command of the finest ship and left the first employ of America."

The *Lexington* had been "purchased earlier than the *Alfred*, and in the nature of things, was more readily equipped" (Cooper's "Hist. Navy"). She carried fourteen four pounders. These and other stores were obtained from Willing & Morris, Barry's former employers. This firm alone had a quantity of "Round Shott for 4 and 9 pounders in their store under the pavement in Penn street and in their yard" ("Pa. Arch.," Vol. II, p. 556).

Though Congress had, in October, begun the formation of a Navy, it was not until December 22, 1775, that Esek Hopkins, of Rhode Island, was appointed commander-in-chief, and Dudley Saltonstall, Abraham Whittle and John Hopkins Captains. Captain Barry's commission, bearing date December 7th, two weeks before the formal organization of the Navy, was the first issued by the Marine Committee of the Continental

Congress. By Alliston's "Life of Elbridge Gerry" we learn that on December 13th, Congress resolved to build thirteen ships and appointed a Committee of Thirteen to direct affairs and that John Adams wrote to Gerry, years afterwards, "I was gone home by leave of Congress, but I presume Barry and Jones were appointed by this Committee."

The journal of John Paul Jones records. "My commission under the United Colonies is dated the seventh day of December, 1775, as Lieutenant of the *Alfred*." (Sand's Life of Jones.)

Thus Captain John Barry was the first Catholic—the first officer appointed to the first vessel purchased, named after the place of the first battle, made the first capture of a British vessel which was brought to Philadelphia as a prize.

It was long claimed for Captain Barry that the *Lexington*, was the first cruiser to display at sea the first flag of our country. Cooper, in the earlier editions of his History of the Navy, gave Barry the honor probably because first commissioned and first ready for service. The severity of the weather and an outbreak of small-pox among the crews are known to have detained the fleet under Hopkins at Reedy Island for six weeks, so that it did not put to sea before February 17th, 1776. Later investigations by Cooper (ed 1853) by an examination of Barry's papers show that he was employed on shore or in the Delaware after Hopkin's fleet had put to sea. These papers of Barry's, which Cooper had examined, are not now available.

#### THE FLAG.

There was no regulation flag until, in June 1777, Congress adopted the Stars and Stripes as we now have it.

John Jay, writing, Philadelphia, March 23d, 1776, to Col. McDougal, said: "As to Continental Colors the Congress have made no order as yet concerning them; and I believe the Captains of their armed vessels have, in that particular, been directed by their own fancies and inclinations. I remember to have seen a flag designed for one of them, in which was extremely well painted a large rattlesnake, rearing his crest and shaking his

rattles, with this motto "Don't tread on me" but whether this device was generally adopted by the fleet I am not able to say; I rather think not" [Am. Ar. 4 Ser. Vol. V., p. 471].

Captains of armed vessels had been "indulging their fancies" and displaying flags with various devices. Thus on December 3d, 1775, Lieutenant John Paul Jones, of Commodore Hopkin's flagship *The Alfred*, off Walnut street wharf, hoisted the "Rattlesnake flag" This flag was of yellow silk with a lively representation of a rattle-snake in the middle in the attitude of going to strike and underneath: "DON'T TREAD ON ME."

But as early as October 20th, 1775, General Washington, by his Secretary Colonel Joseph Reed, had written Colonel Stephen Moylan, who with Colonel Glover was at Salem, Mass., fitting out armed vessels: "Please fix upon some particular flag and a signal by which our vessels may know one another. What do you think of a flag with a white ground, a tree in the middle, the motto 'Appeal to Heaven'? This is the flag of our floating batteries. We are fitting out two vessels at Plymouth, and when next I hear from you on this subject I will let them know the flag and signal, that we may distinguish our friends from our foes." [Am. Ar. 4 Ser. 3 Vol. p. 1126.] To which Colonel Moylan replied: "The schooner sailed this morning. As they had none but their old colors, we appointed them a signal that they may know each other by and be known as friends as the ensign up the main topping lift."

Preble's *Origin of the Flag* gives illustrations of fifteen devices used as flags in 1775-6, thus showing how the "fancies" of commanders prevailed. Washington, on January 2d, 1776, at Cambridge, hoisted the flag with thirteen stripes and the English Cross as the Union or Continental colors designed, chiefly, that at sea "We may distinguish our friends from our foes."

On February 8th, 1776, a Rattlesnake flag was presented to Congress as "a standard such as is to be used by the Commander-in-Chief of the American Navy." It was placed on the President's Chair.

Though Preble's *Origin of the Flag* says: Captain Barry's *Lexington* was the first vessel that bore the Continental flag to victory on the ocean "and made the first capture under the

striped flag," it may be asked, as he presents no evidence: What was the "Continental flag" in April, 1776? The Congress of the Continent had not yet adopted a flag. Its President's chair was decorated with the standard borne by Commodore Hopkins' ship—The Rattlesnake Flag—and Captains of vessels were indulging their fancies as to the flag used. Did Captain Barry fly the flag Washington had adopted for use of vessels off Boston? No known record justifies a declaration.

But when Hopkins' fleet on February 17th, 1776, sailed from the Delaware Bay, after being obstructed for weeks by ice in the river and the small pox among the crew, "they sailed from Philadelphia amidst the acclamations of thousands assembled on the joyful occasion, under the display of a Union flag with thirteen stripes in the field; emblematic of the thirteen United Colonies. [Am. Ar. 4 S. Vol. 8 p. 965.]

So it would appear that the "Rattlesnake Flag" was the personal "standard" or flag of the Commander-in-Chief Hopkins, which also was painted on the drums of the marines of the *Alfred*. [Am. Ar. 4 Ser. 4 Vol. p. 468.] The fleet flag was, however, the Union or Continental flag adopted by Washington and first displayed at Cambridge, January 2d, 1776.

That was the flag of the Hopkins' fleet. Did Captain Barry's *Lexington*, then ready in the Delaware, fly the Rattlesnake or other device or the Union flag of Washington? There is no direct evidence to show.

But as Hopkins, though having a personal standard, the Rattlesnake, as typical of his watchfulness and power to wound, flew the striped flag which Washington had caused to be adopted, is it not most probable, then, that Captain Barry, about to enter upon his activity on the ocean, used the striped flag or Continental colors as his sea flag, as did Hopkins and the Commanders to the Northward so that all at sea might know one another by this ensign?

Hopkins got to sea on February 17th, 1776, and so if not the first to display the Union flag he preceded Barry, who then had not sailed from Philadelphia in the *Lexington*.

Not only has there been controversy as to whether or not Barry's *Lexington* was the first cruiser put to sea under the



new flag, but also as to whether or not "the first British flag on the ocean was struck to him."

Preble's *Origin of the Flag* (p. 243) says: "The *Lexington* of the seas, occupies the position in our naval annals that the *Lexington* from whence she derives her name does from having been the arena of the first conflict of the Colonies with England. For Barry it can be truthfully claimed that he was the first under the striped flag to capture an armed vessel of the enemy."

In 1813, John Adams wrote to Ellbridge Gerry: "Philadelphia is now boasting that Paul Jones has asserted in his journal that his hand hoisted the first American flag, and Captain Barry has asserted that the first British flag was struck to him. Now I assert that the first American flag was hoisted by Captain John Manly and the first British flag was struck to him" (Adams' Works, vol. X, p. 30). Adams also wrote to John Langdon respecting this denial of honors to Jones and Barry, adding: "Both these vain boasts I know to be false, as you know them to be so. I wish your testimony to corroborate mine. It is not decent nor just that these emigrants, foreigners of the South, should falsely arrogate to themselves merit that belongs to New England sailors, officers and men" (*Ibid.*, X, 28). Langdon replied that the "pretensions" of Jones and Barry "are both unfounded."

Adams and Langdon writing thirty-eight years after Manly's captures and solicitous for the "merit" they believed due to "New England sailors" had in mind the early captures, and not specially the form of the flag the victors bore, if any. Barry had in 1813 been dead ten years.

## CHAPTER III.

## BARRY'S SERVICES IN THE "LEXINGTON" IN THE DELAWARE BAY AND "OFF THE CAPEs"—CAPTURE OF THE "EDWARD," THE "LADY SUSAN," THE "BETSY," AND OTHER PRIZES.

The *Lexington*, under Barry, had been fitted up and was ready for service. On March 23, 1776, Congress ordered letters of marque to be issued. Public and private cruisers were also authorized to capture British vessels. Cooper and other writers on the history of the Navy do not give the date of the *Lexington's* sailing from Philadelphia.

Henry Fisher, of Lewes, Delaware, reporting on April 1st, 1776, to the Committee of Safety of Pennsylvania, related that "On Friday the brig [Lexington] Captain Barry, came down under Cape May and on Sunday morning, [March 31st,] went out. The ship and her tender put out to sea also after the brig, but returned on Sunday evening into the road."

"The ship" was the *Roebuck*, man-of-war, one of "His Majesty's Pirates," which kept guard of the Delaware Bay. Barry was now at sea. His career has begun. On April 5th, Fisher reported to the Committee: "Last night at ten o'clock I received your letter, dated April 3d, per express, with a letter from Captain Faulkner with a signal for Captain Barry, which I shall take great care shall be answered."

On Sunday April 7th, 1776, the *Lexington* "off the Capes of Virginia," fell in with the *Edward*, a tender of the man-of-war *Liverpool* "shattered her in a terrible manner;" captured her and brought her, on April 11th, to Philadelphia—the first prize brought to the city and to the Marine Committee of Congress, thus giving delight to the Patriots of Barry's home city. It was this capture which caused Preble ["*Origin of the Flag*, 2d Ed. p. 242] to say "*The Lexington* was the first vessel that bore the Continental flag to victory on the ocean."

Captain Barry in his report to the Marine Committee, under date of the day of capture, April 7th, "in sight of the Capes of Virginia," says:

"At one P. M. this day I fell in with the sloop *Edward*, belonging to the *Liverpool* frigate. She engaged us near two glasses. They killed two of our men and wounded two more. We shattered her in a terrible manner, as you will see. We killed and wounded several of her crew. I shall give you a particular account of the powder and arms taken out of her, as well as my proceedings in general. I have the happiness to acquaint you that all our people behaved with much courage." (*Penna. Gazette*, Apr. 17, 1776.)

From the official report of the fight (Force's Amer. Archives," 4th series, Vol. V) we learn that it "was continued desperately for one hour and twenty minutes, when the tender struck." Of this important capture John Adams, writing from Philadelphia on April 12, said: "We begin to make some little figure here in the navy way. Captain Barry fitted out here a few days ago in a 16 gun brig and put to sea by the *Roebuck* man-of-war in the Delaware river, and after he got without the Capes fell in with a tender belonging to the *Liverpool* man-of-war and took her after an engagement of two glasses. She had eight carriage guns and a number of swivels" (*Athenæum Mag.*, May, 1826). And Richard Henry Lee, writing to General Charles Lee, at Williamsburg, Va., from Philadelphia, April 15, said: "Captain Barry in an armed brig hence has taken off the Capes of Virginia, and sent in here, a cutter with eight carriage guns belonging to the *Liverpool*, with one of that ship's lieutenants commanding her. He fought his tender well, not submitting until he was near sinking" ("Lee Papers," "N. Y. Hist. Soc. Coll.," 1871).

The British seaman captured on this occasion were: Richard Boger, lieutenant, John Johnston, (midshipman), Isaac Burch, Owen Humphries, William Fulton, John Henderson, Seth Bowen, Robert Oytson, Jacob Smith, Thomas Dopson, John Dayton, James Webb, John Palmer, James Ogleby, Richard Gibson, James Spencer, John Doyle, Henry Kelly, Thomas Phillips, John Shad, John Wilson, John Nesbit, ("Pa.

Arch.," 2d series, Vol. I, 479). Another list given on p. 421 of the same volume gives additional names of prisoners as follows: John Dreaper (mate), Andrew Kelly and John Steed, stated to be "in the sloop." Of these, it is stated, John Nesbith as "left at Capt. Temithy Schler's, sick," Thomas Phillips as "left at Meg'r Richard Weitcot's, sick," and John Wilson, "do." The Captain of the *Edward* was Richard Boger [or Bowdger] 2d lieutenant of the *Liverpool*, [Ibid. p. 410]. Among those captured on the *Edward* and not named in the list of prisoners was Richard Dale. He had been lieutenant of a light cruiser belonging to Virginia, which had been captured by the *Edward*. Dale "was induced to adopt the royal cause," and so served on the *Edward*. When taken prisoner by Barry explanations followed and Dale renewed his allegiance to Virginia. Barry, in July, appointed him midshipman on the *Lexington*. In October, when Johnston became Captain of that vessel, Dale was made master's-mate. He rose to be Commodore in the Navy established under the Constitution.

The *Edward* prisoners were lodged in the jail at Sixth and Walnut streets. On April 19th, Lieutenant Boger was at Germantown on parole of an allowance of fifteen shillings a week for subsistence. On June 13, the Committee of Safety ordered him to be removed to York, with the same allowance. He refused to sign a parole and on July 3d was ordered to be taken to York and delivered to the common jail if he still persisted in refusing. Congress had a month before, June 4th, empowered the Committee to arrange an exchange of prisoners with Captain Bellew of the *Roebuck*, but debarred Lieutenant Boger from the exchange [Am. Ar. 4 S. vi, p. 1283-95-97].

In July Colonel Kirkland, a prisoner in the Philadelphia jail aided by Arthur Thomas, his two sons and Mr. Hales, made their escape, got to Salem, N. J. and thence on board a British vessel. A horse was sent to Lieutenant Boger at Germantown, but he refused to "go off because he would not forfeit his word of honor." Thomas "damned him for talking of honor among thieves and rogues." [2d Pa. Ar., 1 p. 603-4].

Perhaps Boger did not wish to be honor-bound at York and so would not sign a new parole. In January, 1777, he was ex-

changed by Washington, who on 13th wrote Lord Howe: "I lately sent on Lieutenant Boger who belonged to the *Liverpool* frigate." This was in accordance with the request of Robert Morris, on December 23, 1776, that Boger be exchanged for Lieutenant Josiah, then a prisoner of New York.

The Marine Committee of Congress wrote to Commodore Hopkins, April, 1776:

"The *Roebuck*, Captain Hammond, of forty guns, is now in Lewistown Road. You will observe by the paper that Captain Barry, in the Brigantine *Lexington*, has taken an armed tender of twenty-five picked men, commanded by a Lieutenant of the *Liverpool*; which is a loss they cannot easily provide for—the want of men." [Am. Ar., 4 S, 5 Vol., p. 1140].

The fleet under Commodore Hopkins, which went to sea from Cape Henlopen, on February 17th, 1776, not being "in a condition to keep on a cold coast" went southward to the Bahama Islands rendezvousing at Abacco, where after a fifteen days wait for the arrival of all the vessels, Hopkins formed an expedition against New Providence and set it in execution on March 3, when he captured the town, eighty-eight cannon, fifteen mortars and a supply of ammunition and other stores. On St. Patrick's Day, while Washington's Army was entering Boston after its forced evacuation by the British, Hopkins sailed from New Providence with the *Governor* and other hostages and the captured stores.

On the 4th of April, off of Long Island, Hopkins captured a British schooner of 18 guns and eight swivels, and on the fifth, a bomb brig of eight guns and two howitzers, ten swivels and forty-eight men with all sorts of stores, ammunition powder. On the sixth of April, Hopkins fell in with the British frigate *Glasgow* and her tender and engaged her for near three hours, losing six men killed on the *Alfred* and four of the *Cabot*. The wheel ropes and blocks of the *Cabot* being shot away the *Glasgow* had time to make sail away. On the eleventh, Hopkins reached New London, Connecticut, with his prizes. The same day Captain Barry arrived at Philadelphia with his prize. The *Edward* was captured on the 7th, or two and three days after the captures off the east end of Long Island by Hopkins.

Barry's arrival at Philadelphia, the seat of the "Rebel" government, before the report of Hopkins' captures doubtless caused a belief that "the first British flag on the ocean was struck" to Barry. This evoked a demonstration of satisfaction with the endeavor being made to have a fleet formidable to Great Britain by its alertness and power in the protection of merchant vessels bringing supplies to the battlers against England, as well as in the captures of those sent to the British army then at New York.

Hopkins, not capturing the *Glasgow* was disappointing. Other delinquences were alleged against him. Congress passed censure upon him. Captain Whipple of the fleet also was tried for lack of efficiency, while throughout the fleet a spirit of jealousy prevailed.

Fortunately Captain Barry, having an independent command and so answerable only to the Marine Committee of Congress, was not subject to such dispiriting and discipline destroying influences.

It has been said that God works by curious coincidences. The observer of such singularities may note that, as far as the career of John Barry has been narrated, we learn that he resigned the first and best employ and the command of the finest or first vessel in America to enter the first Continental naval service as the first Irish born and the first Catholic appointed, and to the first of the first two vessels purchased; that his cruiser was named after the first battle place of the Revolution, that it was the first commissioned by the Marine Committee of Congress, the first equipped for service, and the first to make a capture reported to the Marine Committee of Congress. It may also be noted that Barry's merchant ship, the *Black Prince*, became the *Alfred*, so named in honor of the first commander of the British Navy; that it was the first vessel of the first Continental fleet under its first Commodore.

Arriving with his prize on the 11th of April, Captain Barry at once proceeded to have the *Edward* and its cargo legally condemned as a lawful prize. Accordingly *The Pennsylvania Post*, April 13th, 1776, had this: NOTICE is hereby given, That the Court for taking cognizance of, and trying the justice of

captured vessels made in pursuance of the Resolves of the Honorable, the Continental Congress, and brought into the Port of Philadelphia, will be held at the Court House, in the City of Philadelphia, on the 29th day of April, at ten o'clock in the forenoon, then and there to try the truth of facts alleged in the bill of John Barry, Esquire, Commander of brigantine-of-war, called the *Lexington*, against the armed vessel, sloop or tender called the *Edward*, burthen about fifty tons, mounting six carriage guns and lately commanded by Richard Boger, Esq., &c.

On May 1, advertisement was made that at noon next day "the sloop *Edward*, condemned by the Court of Admiralty, with all her ammunition, furniture, tackle and apparel," would be sold at the Coffee House."

Captain Barry's prize having been sold he was sent on May 8, by the Marine Committee, down the Delaware to act in accordance with the following order signed by Robert Morris, vice-president of the Committee. Two autograph copies of this order are known; one in the collection of the late Mr. Charles Roberts, of Philadelphia, the other with Captain John S. Barnes of New York. It reads:

"You are hereby directed to collect your officers and men and repair to the Provincial armed ship, Captain Read, and supply him with as many of your people as he may want to completely man that ship fit for immediate action. You will also spare any of them that may be wanted on board the Floating Battery, or on board the ship *Reprisal*, and in short we expect the utmost exertions from you, your officers and men in defending the pass at Fort Island, and to prevent them coming up to this city; also that you will assist in taking, sinking and destroying the enemy if that is thought advisable to pursue them, of which the Committee of this Board now down the river will judge.—P. S. You may go down on the sloop *Hornet*, Captain Hallock. Capt. Thomas Read, by special commission, is the commander at the Chaveaux de Frize."

On May 9, Barry reported to Morris: "I think—if the *Lexington* was fitted out to come down she might be of service, for the more there is the better. We shall keep them in play.

If you think I shall be of more service here than up. I think she might be fitted by somebody up. Then some of the carpenters ought to be up there.—P. S. I think if Mr. Wharton was up he would soon get her ready."

The *Lexington* was got ready and placed under Barry's command in the lower Delaware.

On May 27, Henry Fisher, of Lewistown, writing to the Committee of Safety, reported that the *Roebuck* and the *Liverpool*, British frigates, were in and about the Bay. He said: "I am persuaded that the *Liverpool* was scared away. Captains Barry and Alexander were over in our road, in a few hours after she went. They went over to Cape May for the rest of the fleet and now they are all over under our Cape in quest of the pirates." ("Penna. Arch.," IV, 763.)

At this time it may be said a Continental Navy did not exist. Congress, not satisfied with Hopkins, rather than dismiss him, reorganized the navy on April 17th, leaving Hopkins without an appointment.

Thirteen ships, the real beginning of a Navy, were being built at Philadelphia, Boston and Baltimore. On June 6th, the Marine Committee appointed Captain John Barry, then in command of the *Lexington*, in the Delaware Bay, to the command of "one of the ships building at Philadelphia." Later the *Effingham* was designated. Barry was alert and successful in the Delaware Bay and off the Capes in affording protection to supply vessels coming to Philadelphia.

Josiah Bartlett, writing to John Langdon, of New Hampshire, on June 3d, said: Yesterday one of the Continental vessels sent out for necessities arrived here. She brought 7400 pounds of powder and 149 arms, all she could procure. She had like to have been taken by the *Liverpool* in this bay, but two of the small Continental vessels took her and a French schooner under their protection and the *Liverpool* did not think it proper to engage them. Several French vessels from the West Indies have arrived here with molasses, coffee, linen, etc. [Am. Ar. 4 S. 6 p. 1025].

On June 11th, Henry Fisher reported to the Committee of Safety of Pennsylvania, "Last evening the *Kingfisher* [British



man-of-war] returned into our road with a prize brigantine, Captain Walker, of Wilmington; but luckily for us before the pirate boarded her our brave Captain Barry had been on board of her and taken out some powder and arms." The Tories of the county had cut off all horse express communication with Philadelphia, so Fisher was obliged "to send by the whaleboats to Newcastle," Delaware, and thence by land; he urged that some troops from upwards to quiet them "be sent" as they are breaking out in a surprising manner." [Am. Ar. 4 S. Vol. vi, p. 808-9].

Another Barry gives us a revelation of the method pursued by the British at this time in and off the Delaware Bay. On June 11th, William Barry, before Justice Samuel Patterson, of New Castle, Delaware, made oath that he was a mariner of ship *Grace* of Philadelphia which on March the 13th had passed Cape Henlopen bound for York River in Virginia; that on March 17th, St. Patrick's day, the Lord Howe, a sloop tender to the *Roebuck*, and commanded by Lieutenant Ord, captured the *Grace*, imprisoned the crew on the *Roebuck*, induced some to enter the British service and obliged all to do ship's duty. That after three weeks they came to Cape Henlopen when three men came on board from Lewistown with letters; they were kindly treated "and informed the people that they had or there were cattle, stock, etc., for them at Indian River," which the tenders had endeavored to get but were prevented by Barry's brig, as they called her, and a small schooner. William Barry succeeded later in escaping and making his way to the American camp, and we hope joined his namesake John Barry. [Am. Ar., 4 S. vi p. 109].

On June 29th Captain Barry assisted in the protection of the "*Nancy*," as thus related:

July 5th, 1776, by a person from the lower counties in Jersey we are informed that the brig *Nancy*, Captain Montgomery, of six three pounders and eleven men, from St. Croix and St. Thomas for this port, loaded on Congress account with 386 barrels of gunpowder, 50 firelocks, 101 hogsheads of rum, 62 hogsheads of sugar on board, on the morning of the 29th ultimo [June], when standing for Cape May, discovered six sail

of men-of-war, tenders, etc., making towards him, as also a row boat. The boat and tenders he soon engaged after and beat off and stood close along shore and got assistance from Captains Wickes and Barry, when it was agreed to run the brig ashore, which was done and under favor of a fog, they have saved 268 barrels of powder, fifty arms and some dry goods, when the fog clearing away, Captain Montgomery discovered the enemy's ships very near him, and five boats coming to board the brig; on which he stored a quantity of powder in the cabin, and fifty pounds in the mainsail, in the folds of which he put fire and then quitted her. The men-of-war boats (some say two and some three) boarded the brig and took possession of her, with three cheers; soon after which the fire took the desired effect, and blew the pirates forty or fifty yards into the air and much shattered one of their boats under her stern. Eleven dead bodies have since come ashore with two gold-laced hats and a leg with a garter. From the great number of limbs floating and driven ashore, it is supposed thirty or forty of them were destroyed by the explosion. [Am. Ar., 5th series, 1 p. 14].

Captain Barry continued to hover about the Bay for the purpose of assisting other vessels bringing supplies from the West Indies, France or Spain.

From letters and reports we may but get a glimpse of how oft he succeeded. Thus Cæsar Rodney, writing to Captain Thomas Rodney at Dover, Del., on August 3, said: "Yesterday came to town a ship belonging to the Congress from France with ten drums of powder, about forty drums of lead, and 1000 stand of arms, &c., and the same day an armed vessel, taken by Captain Barry at sea." [Am. Ar., 5th Ser. 1, p. 741].

"This is the best way of supplying ourselves with necessaries since Britain will not suffer us to procure them by trade", wrote Bartlett to Langdon, August 5th, when relating to him that "Captain Barry in the *Lexington*, one of the Continental vessels, has taken and sent in here a privateer of six gun-carriage guns commanded by another of those famous Goodriches of Virginia." (Am. Ar. 5-1, p. 759.).

Extract from a letter from Philadelphia, dated August 3, 1776:  
Since my last we have arrived a sloop from North Carolina,

with naval stores and a sloop of eight four pounders. She belongs to the Goodriches, of Virginia, and was commanded by one of them; was out three days from Bermuda, when he discovered and gave chase to the brig *Lexington*, Captain Barry, but finding his mistake put back too late; for in about an hour and a half, Barry run alongside, when she struck. She had eight negroes on board. All, or most of the men, to the amount of twenty-five, entered on board of Barry. Goodrich is a prisoner on board of the brig. [American Archives].

*The Pennsylvania Packet*, of August 5th, 1776, reported:

"Capt. Goodrich, of Virginia, in a sloop of eight guns, was taken at the eastward by a sloop of ten guns belonging to this State, after an obstinate engagement and carried to Salem. Capt. Goodrich, his lieutenant and seven men were killed. We had one man killed."

These prizes were *The Lady Susan* and the *Betsy*. The Court of Admiralty condemned the vessels on September 26th, as appears from the annexed notice, which is dated September 9th, the day Congress resolved that all in public documents hereafter to be issued the words "United Colonies" be not used but that United States be the title. [Am. Ar. 5s.-3v. p.1335].

The *Pennsylvania Evening Post* of September 19th, 1776, contained the following advertisement:

To ALL whom it may concern:

Port of Philadelphia,

Pennsylvania, ss:

NOTICE is hereby given, that a Court of Admiralty will be held at the State House in the City of Philadelphia, on Thursday, the twenty-sixth day of September inst., at ten in the forenoon of the same day, then and there to try the truth of the facts alleged in the bill of John Barry, commander of the brigantine-of-war called the *Lexington* (who as well, &c.,) against Thomas Saunders, John Lercy, John Pomp, Samuel Sawood, Jack Messon, Charles Mills, Chance and Jeffery, NEGRO SLAVES, lately taken aboard the prize-sloop or vessel called the *Lady Susan*, William Goodrich, Master To the end and intent that the owner or owners of same slaves or of any

or either of them may appear and show cause, if any, they have, why the same should not be condemned according to the prayer of the said bill.

By order of the Judge,

Sept. 9th, 1776.

ANDREW ROBESON, Register.

A similar notice was given against the sloop or vessel called the *Betsy*, burthen about fifty tons, lately commanded by Samuel Kerr, with her tackle, apparel and furniture and cargo and against Henry Nicholson, Peter May, James Herbert, Flora, Sam and Phyllis, Negro Slaves taken on board the said sloop.

To justify the condemnation of prizes Captain Barry presented the Court the annexed certificate given him by the President of Congress.

I do hereby certify that JOHN BARRY was duly commissioned and appointed to command the Brigantine of war called the LEXINGTON fitted out at the Continental Charge and employed in the service of the United States of America. Witness my hand this 26th September, 1776.

JOHN HANCOCK, President.

[Coll. Capt. John S. Barnes].

The vessels were condemned as prizes but the proceedings of Congress, November 7th, 1776, show; "An appeal having been lodged with the Secretary against the sentence passed in the Court of Admiralty for the Port of Philadelphia, in the State of Pennsylvania, in the libel of John Barry *qui tam* &c., vs. U. S. sloop *Betsy*, ordered that it be referred to a Committee of Five and that the said Committee be empowered to hear and determine upon the said appeal. Messrs. Wythe, Paine, Wilson, Harper and Rutledge were appointed. On November 10th, Mr. Chase, of Maryland, was added to the Committee. [Am. Ar., V. 3, 5th Series, p. 1563].

"The famous Goodriches of Virginia" were: John, commissioned by Lord Dunmore, Colonial Governor, Captain of *The Lilly*, to capture vessels off Occaock Bar. (Records, N. C., X p. 549.)

Captain William Goodrich, of the *Lady Susan*, was not killed as reported by the *Packet*. He was brought as a prisoner to Philadelphia, where on September 17th, 1776, he was reported as an inmate of the State prison. (Pa. Ar. 2d I p. 423). With him was Captain Bridger Goodrich, who, by an odd misprint, is named as Bridget.

The Goodriches were later exchanged and in 1778 were in Bermuda. Information concerning their doings there can be found in the *Pennsylvania Post*, of October 9th, 1778.

Captain Barry remained in command of the *Lexington* until October 18, when Captain Henry Johnston was given command. (Am. State Papers, 5th ser., another account says Captain W. Hollock). Barry was appointed to the *Effingham* of 28 guns.



## CHAPTER IV.

### CAPTAIN OF THE "EFFINGHAM."—GOES TO THE AID OF WASHINGTON DURING THE TRENTON CAMPAIGN.

Though on June 6th, 1776, appointed to one of the vessels building, it was not until October 10th, that the *Effingham* was assigned to Captain Barry.

On that day Congress established the rank and command of officers of the Continental Navy as follows: 1, James Nicholson, to the *Virginia*, 28 guns; 2, John Manly, to the *Hancock*, 32 guns; 3, Hector McNeil, to the *Boston*, 24 guns; 4, Dudley Saltonstall, to the *Trumbull*, 28 guns; 5, Nicholas Biddle, to the *Randolph*, 32 guns; 6, Thomas Thompson, to the *Raleigh*, 32 guns; 7, John Barry, to the *Effingham*, 28 guns. There were twenty-four appointments, and, as will be seen, Captain Barry was the seventh named. The assignments afterwards occasioned agitation and discussion.

Captain Manly, the second on the list, was "uneasy and threatened to resign," while Thompson's friends thought he ought to have been placed higher. Captain Barry made no complaint now discoverable.

In 1781 Captain John Paul Jones, who was No. 18 on the list and had declared that "rank opens the door to glory," contested the assignment given to him. Having examined his claims the Committee reported that "on October 10, 1776, there was an arrangement of Captains, but the Committee cannot fully ascertain the rule by which that arrangement was made as the relative rank was not conformable to the times of appointment or dates of commission, and seems repugnant to a resolution of December 22, 1775." Jones said that, when the Navy was established in that year, some gentlemen declined to embark in the expedition; Captain Whipple had told him "they did not choose to be hanged." "It is certain," said Jones, "that at first the hazard was very great."

Let us, then, give double honor to Captain John Barry, who early, nay, at the beginning and in the first vessel, took the hazard "to be hanged," as did Jones also, who, as we have seen, was appointed at the same time.

The *Effingham*, Barry's new vessel, was named in honor of Lord Effingham, who resigned his commission in the British army rather than fight against the Americans. His son however, did not act so. When during the conflict he was captured by the Americans, the regard felt for his father caused the condition of the captive son to be made as easy as possible.

It is curious to observe that the vessel thus placed in command of an Irish Catholic was named in honor of one whose antipathy to hostilities against the Americans was based mainly upon opposition to their coercion because they were upholders of the principles of the "Glorious Revolution" of 1688.

On July 17th, 1775, the Merchants of Dublin, Ireland, resolved to present their thanks to Lord Effingham "in testimony of our approbation of his public conduct, particularly exemplified in his refusing to draw that sword which had been employed to the honor of his country, against the lives and liberties of his fellow subjects in America; and honestly and spiritedly resigning a commission which he could no longer hold consistent with the principles of a true Englishman, or a real friend to the interests of Britain."

In the letter of thanks the Committee (among whom was James Napper Tandy) said, "We have seen with astonishment Popery established by law in one, and encouraged in every part of the empire, in the reign of a Protestant Prince; and despotism and arbitrary power promoted by every insidious machination and open violence, by the servants of the crown, in the reign of a monarch who, from the throne, declared he glorified in being a Briton born; and whose family was called to the throne of these kingdoms to protect the Protestant religion and preserve that Constitution inviolate for which our ancestors so freely bled, and for the invading of which a tyrant was expelled the throne. Permits us to offer your Lordship our warmest, our most grateful acknowledgments as Protestants, for your steady opposition to the establishment of Popery and

Slavery in Canada; as freemen for your manly and spirited opposition to the several restraining bills; and your noble efforts in the support of American Liberty, and in the cause of our suffering and much oppressed brethren and fellow subjects there."

In his reply, Lord Effingham declared his "strict adherence to those principles, which at the Revolution established our civil and religious liberties." (Niles *Principles and Acts of the Revolution*, p. 500.)

And yet the success of the American Rebels resulted in the establishment of a government founded on Religious Liberty by which the "hated Popery" attained growth and influence. The Americans, incensed to action by the Quebec Bill "establishing Popery and Slavery in Canada," were, even in their rage, but "instruments of the Almighty" in establishing Religious Freedom giving the despised "Popery" a foundation.

On November 15, 1776, the pay of captains of ships of twenty guns or more was fixed at sixty dollars a month, which of course, was Barry's compensation. The uniforms for captains prescribed by the Marine Committee on September 5, 1776, was: Blue cloth with red lapels, slash cuff, stand-up collar, flat yellow buttons, blue breeches, red waistcoat with yellow lace. (Preble, p. 234).

On November 25, 1776, a meeting of citizens was held at Indian Queen Hotel, to consider accusations against those "suspected as Tories and unfriendly to the cause of America," Captain John Barry was present but no record has been discovered to show the action of the meeting or his doings thereat.

On Saturday, November 30, 1776, an address from Captains John Barry, Nicholas Biddle, Thomas Read, Charles Alexander and John Nicholson was brought before Congress and read. It was ordered to be laid before the Marine Committee, who were directed to pursue such measures as they might think proper in consequence thereof (Am. Ar., IV, 3d, 1594). Nothing appears to show the contents or character of the letter. Perhaps it related to the rank assignment of a month before, or the circumstances of the time and the reference to the Committee may indicate that the address proposed to placē



the naval force as an aid to Washington's sorely pressed soldiery. The main body of his army was then in New Jersey, having crossed from New York on the 12th, leaving two large detachments to hold Forts Lee and Washington. But by the time the address had reached Congress, these two forts, the bulwarks of the Hudson, had been lost, and the sad and gloomy, but marvelously strategic retreat across New Jersey was being conducted by Washington, pursued by Cornwallis. The fleet, protecting the approach to Philadelphia and operating in the lower Delaware, had been recalled.

The upper Delaware was now the centre of action and the place where God's providence would be so strikingly manifested on that cold Christmas night of 1776

Captain Barry at once recruited a company of volunteers for service on land. Doubtless many of his crew stood by him in this new line of endeavor for freedom. Those were indeed perilous times, "the times that tried men's souls." Barry was equal to the emergency, when Washington was forced to exclaim in that almost despairing wail: "In ten days this army will have ceased to exist . . . We are at the end of our tether!" All seemed lost. The hour of defeat, dismay and destruction was about to strike. The timid, the faint-hearted, the treacherous were fast going over to British allegiance. "At last the old fox [Washington] is in a trap," said Cornwallis. A day's freezing of the waters of the Delaware would bring the complete destruction of the "rebel army." Why not sit down and, amid Christmas festivity, wait nature's alliance in the waters? Why harass Hessians by building boats and rafts to cross to the other side? There need be no concern nor haste—"the fox is in the trap" That Declaration of Independence, proclaimed in hot July as a concentrated threat and defiance to tyranny, as well as earth's noblest resolve for freedom, would in a brief six months be like Nature's garb this chill December—cold as in death.

Philadelphia was in alarm for its safety. The Pennsylvania Council of Safety on December 2d, ordered to be distributed this broadside:

RESOLVED, THAT IT IS THE OPINION OF THIS BOARD, THAT ALL THE SHOPS IN THIS CITY BE SHUT UP, THAT THE SCHOOLS BE BROKE UP, AND THE INHABITANTS ENGAGE SOLELY IN PROVIDING FOR THE DEFENCE OF THE CITY, AT THIS TIME OF EXTREME DANGER. BY ORDER OF COUNCIL, DAVID RITTENHOUSE, VICE-PRESIDENT.

Out of the gloom came the Victory at Trenton.

To the Colonial cause had been given the man who was to lead the people out of bondage and through the desert to security and peace to the land of freedom. Look through all the writings of Washington in all the days of the mighty struggle, and see how firm and strong was his faith in the justice of the cause and his reliance on Divine Providence in "the times that tried men's souls," as the crisis of December '76, was described by a man of little faith, *the* pamphleteer of the Revolution, Thomas Paine. Brave men who stood by Washington amid the disasters in the Jerseys were tried; and no less so were the noble-hearted ones beyond his lines. But in that dark hour, when all seemed lost, Thomas FitzSimons, a merchant, and Captain Barry, a seaman, one in faith as they were one in country of nativity, were now one in endeavor for their adopted land. They hastened to the aid of Washington on the banks of the Delaware above Trenton. And when Washington crossed the ice-blocked river these two Philadelphia Catholics did the duty of patriots and heroes in the strife that won the victories at Trenton and Princeton. They went "to the front" each with a company, to uphold the Declaration of Independence, when all who had pledged "their lives, their fortunes and sacred honor," excepting alone the Quaker John Dickinson, had fled beyond the immediate reach of British power; and, but for the militia of Pennsylvania, might, in the general wreck and carnage made by that power have felt the full force of its vindictiveness.

Though the month began in gloom, if not terror, the year 1776, closed with victory animating all Patriots. The navy had 342 British vessels captured to its credit for the year. Not among the laggards or inefficient had been Captain John Barry.

A million sterling in goods had been taken from the enemy by the American cruisers according to the estimate of Benjamin Franklin, in October, when he wrote: "Nothing will give us greater weight and importance in the eyes of the commercial States than a conviction that we can annoy, on occasion, their trade and carry our prizes into safe harbors". [Am. Ar., 5-2-1245].

Who more active during all of 1776, and thus giving "weight and importance" abroad to the endeavor being made for Freedom, for who so near the rebel capital—Philadelphia, did more to annoy British trade and carry prizes to safe harbors than CAPTAIN JOHN BARRY.



## CHAPTER V.

BARRY AN AIDE TO WASHINGTON—THE SENIOR COMMANDER OF THE NAVY AT PHILADELPHIA—STRIKE OF THE LIEUTENANTS OF THE FLEET FOR HIGHER PAY—THEIR DISMISSAL, BUT LATER REINSTATEMENT—CAPTURE OF PHILADELPHIA BY THE BRITISH—BARRY'S OPERATIONS ON THE DELAWARE—DISAGREEMENT WITH THE NAVY BOARD—AT VALLEY FORGE—SUMMONED BEFORE CONGRESS—CAPTAIN PATRICK BARRY.

Captain John Barry, as we have seen, with a company of volunteers in December, 1776, took part in the Trenton Campaign. In co-operation with the marines under Captain William Brown, he lent efficient service in transporting Washington's army across the Delaware, when they took part in the battles of Trenton and Princeton. [2d Pa. Ar. 1 p 20, 234.] The marines remained until the 23d of January.

On that day Washington wrote from Middlebrook to General Joseph Reed: "The spirited manner in which the militia of Pennsylvania turned out upon the late manœuvre of the enemy has, in my opinion, given a greater shock to the enemy than any event which has happened in the course of this dispute, because it was altogether unexpected and gave the decisive stroke to the enterprise on Philadelphia" (Ford's "Writings of Washington," vol. V, p. 196). The minutes of the Pennsylvania Board of War, under date of March 27, 1777, record: "Mr. Moses Young was directed to pay Jesse How £6, 19, 9 for the use of the volunteers in Captain Barry's company when going to camp in December last; to be charged to Congress" ("Penna. Arch.," 2d series, vol. I, p. 20.)

Captain Barry, in service in New Jersey, acted as an aide to General Cadwallader, and as such became, on one occasion of which there is record, an aide to Washington on special service, as is shown by the American Commander-in-chief's answer to a request made by General Lord Cornwallis.

Writing from Morristown on January 8, 1777, after giving assurance that relief convoy bringing assistance to the Hessians taken and wounded at Trenton and Princeton would not be molested by his regular soldiers, but that he could not answer for the militia, who were "exceedingly exasperated at the treatment they have met with from both Hessian and British troops," Washington said: "I therefore thought it most desirable to direct Captain Barry, the bearer of this, to give a safe conduct to the Hessian baggage as far as Philadelphia and the surgeon and medicines to Princeton." [Spark's Writings of Washington, IV. p. 268.]

On Barry's return to Philadelphia after the Trenton campaign he engaged in defensive Naval preparations for the protection of Philadelphia. In July, 1777, a "strike" or combination of the Lieutenants of the several vessels under his command as Senior Commander of the Port took place.

From these officers Captain Barry received this notification. [Papers of Congress. No. 42, Vol. 11, p. 116, State Dept. Mss. Division.]

To John Barry, Esq.

SIR:—As we, the Subscribers are determined not to act upon any Court Martial, or otherwise on Board any Vessel of War until our Grievances are redressed, we beg you will not take it amiss at our not attending your summons.

Robt. French, Robert Martin, Robert Hume, John Fanning, Mathew Tibbs, George Batson, Luke Matthewman, William Gamble, Thos. Vaughn, Joseph Greenway, Rob. Pomroy, James Armitage.

In the proceedings of Congress it is recorded:

In Congress, Wednesday, July 23d, 1777.

The Marine Committee having laid before Congress a petition from sundry Lieutenants of the Navy, which had been for some time under the consideration of the said Committee, and represented, that before any determination was had thereon, a number of said Lieutenants refused to proceed in the execution of their duty until what they call their grievances should be redressed, as more fully appears by a paper now produced to Congress dated 21st of July, directed to John Barry, esquire,

Senior Commander of the Navy in the port of Philadelphia, and signed by twelve of said Lieutenants, viz: Robert French, Robert Martin, Robert Hume, John Fanning, William Tibbs, George Batson, Luke Matthewman, William Gamble, Thomas Vaughan, Joseph Greenway, R. Pomoroy, James Armitage; and whereas such combinations of officers to extort increase of pay and allowances from the public are of the most dangerous tendency; it is necessary for the public service to make examples of such offenders; therefore:

*Resolved.* That the said Lieutenants be dismissed the Continental service accordingly and their commissions rendered void and of none effect.

*Resolved.* That the said Lieutenants be and they are hereby, rendered incapable of holding any commission or warrant under the authority of the United States, and that it be recommended to the several States not to employ any of them in any office, civil or military.

On July 24th, Congress received a petition from Thomas Vaughan wherein he declares that he did not sign the paper addressed to John Barry, Esquire.

Petition referred to the Marine Committee.

Lieutenant Vaughan's statement was doubtless correct, as the letter *a* was omitted from his name on the signed paper.

July 24th, a petition from Luke Matthewman and the other Lieutenants of the Navy who were yesterday dismissed the service, was read and referred to the Marine Committee.

On July 28th, the Marine Committee, to whom was referred the petition of the Lieutenants of the ships of war now in the port of Philadelphia, reported: That they have called in before them the signers of the said petition, who acknowledge in the most explicit manner that the offence for which they were dismissed is highly reprehensible, and could not be justified under any circumstances or any pretence whatever, and that they were exceedingly sorry for the rashness which betrayed them into such behaviour; whereupon:

*Resolved,* That the Lieutenants be restored to their former rank and command.

Having failed in their effort to reach the rebel capital, Phila

delphia, by way of New Jersey, the British changed their plan of campaign for 1777, and formed the design of reaching the City from the south by way of the Chesapeake Bay. It is now known that the plan was suggested by General Charles Lee, second to Washington in command, when a prisoner in New York. As the British plan became evident, Washington, keeping a force in North Jersey to watch the enemy in New York, moved his main body southward to intercept the British in their northward march to Philadelphia. Brandywine was fought and lost, The British march was but feebly stayed. Philadelphia became alarmed. Orders were given to remove all war material. Refugees hastened to the country. General Ducoudray, a French volunteer in the American Army, was drowned on September 16, while crossing the Schuylkill, and next day Congress resolved to bury him with the honors of war at the public expense. Amid all the confusion the funeral services were held at St. Mary's. Next day Congress fled from Philadelphia to Lancaster and the Capital of the "Rebels" was virtually in the possession of the enemy, though the army did not enter until the 26th, and then amid the acclaiming welcome of the people who had remained.

But on September 23d, the Navy Board had ordered all boats south of Market St. to move down the river and all north to go up the Delaware to escape falling into possession of the British. *The Effingham*, Barry's vessel, went down the Delaware before the British occupied Philadelphia.

Washington manœuvred on the outskirts of the city. The Germantown fight, October 4th, had not been a victory, but it proved the spirit of resistance and of attack still predominated. The Americans retreated towards Whitemarsh, and later yet farther backwards towards Valley Forge.

Though a non-success at Germantown yet spirit was aroused in the Americans. The very audacity of attacking the British attracted attention in Europe. Couriers were at once sent to Spain to invoke her co-operation. On the 12th of December, the French Minister said: "Nothing has struck me so much as Washington attacking and giving battle to Howe's army." [N. Am. Rev., Oct. 1881, p. 412.]

As an illustration of the alarms and rumors prevailing at the time of the Battle of Germantown the following transcript of a letter of President John Hancock from Congress, assembled at York, Pa., is presented from a contemporaneous manuscript copy. Perhaps it indicates the nature of intelligence sent by couriers to Spain:

YORKTOWN, 8 Octr, 1777, 4 o'clock P. M.

GENTLEMEN,

Since I wrote you in the morning a Gent'n of Veracity is arrived, who has been at Camp, and informs that Genl Howe's army has met with a most severe Blow, Genl. Agnew killed Colo. Walcott also killed, & a number of officers, Genl. Knyp-hausen wounded, his son killed, 300 waggons with wounded Soldiers went from the field; that the whole City was abandoned; Quakers & Tories Decamped; and that Genl. Howe had sent a large Detachment to Chester, which must be to preserve a Retreat; The Enemies loss very great,—our loss by the best Acct's, in killed, wounded & missing Does not exceed 700; I momentarily expect the partic. from the General; as soon as I receive it, it shall be transmitted—I flatter my self I shall soon send you further more agreeable Accts. I cannot add as I keep Congress waiting & must attend—I have the honor to be Gentn in haste

Your very humble Serv't,

JOHN HANCOCK, President.

Hon. Council of Massachusetts Bay.

Barry was the Senior Commander of the Navy in the Port of Philadelphia. The obstruction of the Lower Delaware to prevent British vessels coming up the River was important. By letter of Colonel William Bradford, of the Pennsylvania State Navy Board, to President Wharton of Pennsylvania, October 8th, 1777, the condition of the Chevaux de Frize erected at Billingsport to prevent British vessels passing to the city, was made known thus:

"Yesterday we sent down to examine the Chevaux de Frize at Billingsport and find that the two last that were sunk to stop up the Gap are removed higher up and put on one side, so



that a ship may warp thro'—A Ship a Brig are now preparing to be sunk in the Gap, which if we can Effect will stop the Channel. A large Fleet of Vessels are now as high as New Castle. Last Night a large body of the enemy came from Philad. and have erected a Battery near the mouth of the Schuylkill. Our Galleys fired at them in the Night and this morning but I believe with very little damage." [Ms., 12. 98].

Col. Bradford in the attack on Fort Mifflin "bore an active part."

On October 15th, 1777, Thomas McKean, President of Delaware, and later of Pennsylvania, a Pennsylvanian, a signer of the Declaration of Independence [whose daughter in 1798 became a Catholic on her marriage to the Marquis d'Yrujo, the Spanish Ambassador,] wrote General Rodney that, although the British were in Philadelphia "our affairs are in the most prosperous way" and mentioning "the Row gallies, Batteues, &c., playing their part most nobly indeed."

Thus we know that Barry and his men were acting "like men," like freemen and convincing the world their liberty was deserved to use McKean's words.

On October 22d, 1777, Count Donop attacked the Americans at Fort Mercer, at Red Bank on the lower Delaware. The British Fleet, the *Augusta*, 64 guns, the *Roebuck*, 44 guns, the *Merlin*, the *Liverpool* and other British vessels co-operated. The State fleet under Commodore Hazlewood, and the Continental vessels, under Barry, drove them back and thus prevented their immediate passage up the river.

The *Augusta* and *Merlin* ran aground. Attacked by the Americans the next day the *Augusta* blew up. Her hulk remains at Red Bank to this day. The *Merlin* was burned by her crew.

November 16th, Fort Mifflin, being attacked, was abandoned by the Americans, as their fleet could not lie in safety at Red Bank. A council of the Captains was held and it was determined to pass Philadelphia, then in British control, during the night, and take refuge in the Delaware above Burlington. This they did early in the morning of November 21st, without having a shot fired at them. The convoy consisted of thirteen galleys,

twelve armed boats, province sloop, ammunition sloop, convention sloop, an accommodation brig, one provision sloop, one schooner with two flats, with stores [2d Pa. Ar., 1, p. 235.] These were State navy vessels. That so large a fleet could pass up the Delaware in front of the City shows laxity in watchfulness by the British, or dexterity, skill and vigilance on the part of the Americans.

The State schooner *Delaware*, Captain Eyre, was driven on shore and set on fire. The Continental fleet, under Barry, the following night attempted to make the passage. Only "three or four" succeeded. The others were burned to prevent their capture by the British.

It will be observed that the American account of these events vary two days in time from that given in the annexed report:

"Vice Admiral Lord Viscount Howe, Commander-in Chief of his Majesty's ships and vessels in North America," in his report dated on board the *Eagle* in the Delaware, 23d November, 1777, gives an account of the attack on Red Bank.

"The enemy passed several of their galleys unperceived above the town of Philadelphia in the night of the 19th, which proved very favorable to their purpose and attempted to do the same with the rest of the gallies and other water forces the following night, but, being seasonably discovered, they were opposed with much effect by Lieutenant Watt of the *Roebuck*, that not more than three or four of the former appear to have escaped; and being otherwise unable to capture the rest of their armed craft (consisting of two Xebecques, the two floating batteries and several ships besides five vessels, amounting to about seventeen in numbers) they were quitted and burnt."

Lieutenant Watt was continued in command in the Delaware to remain near the town of Philadelphia, as he had "testified great propriety and spirit on this occasion." [Royal Penna. Gazette.]

During the attack on Fort Mifflin, Lieutenant Ford, of the *Effingham*, and Lieutenant Samuel Lyons, of the *Dickinson*, deserted. After the British had left Philadelphia they were captured, court-martialed and on September 2d, 1778, shot. The

execution was upon one of the guard boats in the Delaware off Market St. (2d Pa. Ar., I, p. 237, or Post of Sept. 2d).

"The number of spectators was very great, and it is hoped the melancholy scene will have the proper effect on the profligate and thoughtless who do not seriously consider that the crime of desertion is attended with the dreadful consequences of wilful perjury." [*Post*, Sept. 2d.]

On September 4th, Patrick McMullen was executed on the Commons [now City Hall] for desertion. "He was so hardened and insensible of his unhappy situation that when the executioner put the rope about his neck, he smiled and said it was strong enough to hang any man, and behaved with the same unaccountable indifference to the last moment." [*Post* 4th Sept.].

In November, 1777, information from Philadelphia caused Washington to notify the Continental Navy Board, then meeting at Bordentown, N. J., there was danger of a force being sent to destroy the fleet in the upper Delaware. He directed that the vessels then above Philadelphia should be sunk.

Captain Barry was then in the upper Delaware.

In a letter dated Bordentown, November 2d, 1777, from Francis Hopkinson and John Wharton, of the Continental Navy Board, this instruction was given to Barry: "As we understand your ship is now scuttled and ready for sinking, you are hereby directed to remove her a little below White Hill, and having found a suitable birth [sic] where she may lye on a soft bottom and be easily gotten off on a common tide, you are to sink her there without delay. We expect this business will be completed by sunset this evening and report thereof made to this Board." This order was not obeyed until the 30th, as will hereafter appear, when the consequences growing out of the order and delay will be related.

On November 25th, 1777, Captain Barry was President of a court-martial composed of Thomas Read, James Josiah, Peter Brewster, Elisha Warren, William Bolton, Dennis Leary, Robert Martin, James Armitage, James Coakley, Alexander, Wilson, which was held on board the ship *Lyon* for the trial of John Stewart, master's mate of the *Repulse*, James Leddie, master-at-arms of the same ship, who were charged with deserting

their posts in sight of the enemy, and John Pemberton, armorer, John Campbell, quartermaster, and Michael Tarney, a boy, charged with deserting in sight of the enemy, and taking a boat with four muskets and cartridges, in company with Stewart and Leddie. They were found guilty, and all except Tarney, were ordered to be hanged off the yard-arm of any Continental vessel. Tarney, "being a boy and called out of his bed," was sentenced to "receive 36 lashes on his bare back with a cat of nine tails." Captain Barry approved of the finding, and forwarded the verdict to the Marine Committee, which, on December 30, reported to Congress in favor of the culprits' pardon on condition that they enlist as privates during the war, Congress concurred. [Washington Papers, No. 78, Vol. 2, p. 307.]

On December 11, the Navy Board at Bordentown complained to Congress, then at York Town, Pa., of the "disrespect and ill treatment which one of the said Board received lately from John Barry, commander of the frigate *Effingham*."

Captain Barry at this time went to Washington's Camp at Valley Forge to confer with General Washington. While there he met Robert Morris, the Vice President of the Marine Committee, as appears from this letter:

Robert Morris to President of Marine Committee:

SIR: MANHEIM, Dec. 19th, 1777.

The enclosed letter came here yesterday and I believe was meant not only to obtain my opinion on the subject it relates to, but also for me to introduce it to the Marine Committee.

I saw Captain Barry at Camp and he wanted to relate to me the substance of his dispute with the Navy Board, but I had neither time nor inclination, neither did I think it proper to hear one story without the other, as it was probable I might some day become judge in the affair.

I shall therefore only add that Captain Barry thinks himself capable of making a defense against the accusation of the Board and submitting the matter entirely to the deliberation of the Committee. I remain, respectfully

Sir your obliging servant,

ROBERT MORRIS

Addressed to the Honorable President of the Marine Committee. [Letters of Robert Morris, 1776-1784, No 127, Appendix, p. 197, State Dept.]

On the 30th of December, the Marine Committee, to whom the communication had been referred, reported to Congress, whereupon it was resolved that Captain John Barry be required immediately to attend Congress to answer the complaint made against him, and that he be furnished with an extract from the letter of the Navy Board as far as it is related to the said complaint. Congress further resolved that it was "the duty of all officers of the navy to pay obedience to the Navy Board and to treat its members with decency and respect. The Board was empowered to suspend any officer refusing to obey anyone who treated them with disrespect or indecency."

At this time when Captain John Barry was exerting himself for the liberty of the country the British in Philadelphia were anxious to destroy the hope in the hearts of Patriots that France would make an alliance with the struggling Colonies.

In this they had the help of another Barry, Captain Patrick Barry. On January 3d, 1778, the *Pennsylvania Evening Post* published the following affidavit:

This 25th day of December, 1777, before me the Subscriber appeared Captain Patrick Barry, who being duly sworn on the Holy Evangelist of Almighty God, did depose and say, that, he left Bordeaux, in the Kingdom of France, on or about the middle of August last, and sailed to St. Martins; that while there, certain account came down, informing him that the schooner *Liberty*, an American vessel, and the sloop *Seaflower*, from New England, having military stores on board, were both seized with the said stores, by an order from the Court at Paris to the proper officer at Bordeaux and that they were accordingly unladen. And further this deponent saith not.

Sworn before me the day and year above mentioned.

JOSEPH GALLOWAY, Superintendent General.

Captain Mark Cullen, made the same affidavit concerning the *Seaflower*.

This Captain Patrick Barry who gave comfort if not aid to the British was a relative, it is believed, of Captain John Barry the Patriot. Captain Patrick Barry died in May, 1780. By public notice dated May 24th, which appeared in the Pennsylv-

vania *Packet* on the 30th and subsequent issues, Captain John Barry gave notice of his administration of the estate.

On April 4th letters of administration were granted Captain John Barry who gave bond to present an inventory of the estate by May 4th, and to render an account by April 4th, 1781. No inventory or other papers are at the Register's office, so that from that source the possibility of ascertaining the exact relationship of the Loyalist and the Patriot has been destroyed.

The name Patrick was given to Captain John Barry's nephew, Patrick Hayes, whose son was named Patrick Barry Hayes.

The collateral descendants of the Commodore are unable to tell the family connection of Patrick with John.

No search has been made for particulars relating to Captain Mark Cullen, who likewise, though of Barry's race and creed, undoubtedly, though not of kin as was his fellow oath-taker, probably was not averse to strengthening the hands of the oppressor of the land of the nativity of the Patriot John Barry and themselves.

These affidavits and like publications were designed to dispel the hope of "prospect of a war between Great Britain and France." Others related to the distressed condition of the American Army at Valley Forge, the many desertions from it and the organization of regiments of Roman Catholics in Ireland to suppress the Rebellion, as was attempted in Philadelphia by the formation of the ROMAN CATHOLIC REGIMENT.

Here are samples:

The *Post*, January 17th, 1778.

Extract from a letter from Carlow in Ireland, October 23d:

"Four regiments of Roman Catholics will be immediately raised here for the American service, and it is the general opinion that they would be completed in a few weeks, as the common people are exceedingly inveterate against the Puritan descendants of the Republicans, who under Cromwell, Ireton, &c., committed so many barbarities upon their ancestors."

Yet John Barry, whose ancestors had been robbed of their lands by the Cromwellians, stood in an eminently heroic attitude by the side of these alleged "Puritanic descendants" of the robbers of his forefathers.

## CHAPTER VI.

STIRRING EVENTS OF 1778—"THE BATTLE OF THE KEGS"  
PROJECTED BY BARRY—HIS DEFENCE TO THE  
CHARGES OF THE NAVAL BOARD—CENSURED.

*The Pennsylvania Evening Post*, Saturday, February 7th, 1778, said:

The public may be assured it is an undoubted fact that the Court of France has positively determined that they will show no countenance whatever to the rebellion in America, and have accordingly ordered that no American vessels shall be admitted to their ports.

The very day before—February 6th, 1778—the alliance with France was signed.

The condition of affairs, the hopefulness of the British and the appalling destruction which had been wrought in the country are graphically set forth in the annexed relation from the *Pennsylvania Ledger*, February 11th, 1778:

"The number of deserters from the rebel army—the number of persons that have fled from the unmerciful tyranny and oppression of the Rebel leaders, and flocked to this town for refuge have made it a mere bee hive, and we believe there never was a greater number of inhabitants at one time in this city before, nor considering the present situation of circumstances, a happier people—blessed with plenty of every kind, we have nothing to disturb our happiness. But the anxious desire of a well established peace to our country, and the concern we feel for our many deluded brethren, who surrounded with every distress and difficulty, still persist in their infatuation and blindly follow the directions of men who are only gratifying their own ambition and leading them by the most delusive arts, to the pit of irrevocable destruction. To what a horrid scene of distress is this once happy province reduced by these destroyers of mankind! Language cannot describe or imagination figure the horrid scene. You

may ride miles along the roads without seeing an individual—and should you meet any, it is some rebel officer, by whom you are either plundered or sent to the Provost, perhaps both—every house shut up—not a living animal to be seen near it, the inhabitants, fearing almost everything they see, dare not step out of their houses and you pass them as tho' they had been long dead. Yon aged farmer, indeed, has just opened his door, and is looking round him, lamenting the sad effects of this unnatural war. 'My pastures and my fields,' says he, 'that from this threshold used to delight my sight—are become a desolate wilderness. My pastures and my fields that used to supply my table with plenty, and my orchards that afforded me wherewithal to quench my thirst, are laid waste by the hands of rapine and violence; the heavy hand of tyranny and oppression is eating what little remains, and I must shortly seek an asylum among strangers. My son, confined without refreshment, without nourishment, in deadly places, and my family reduced to indigence and woe—\* \* \*

Restore again to peace the unhappy land  
Punish and crush REBELLION's haughty sway  
O, snatch the sword from out the Oppressor's hand  
Nor let the Murd'rer mark with blood his way.

All this desolation beyond Philadelphia, while in the city all was "joy unconfined," as expressed at the opening of the theatre in Southwark by a society gentleman of the army and navy in the Prologue to a tragedy called "Douglass," delivered by a gentleman of the army.

Winged with variety our moments fly,  
Each minute tintured with a different dye;  
Balls we have plenty, and al Fresco too,  
Such as Soho or King-street never knew.

Such was the desolation outside Philadelphia, such the pleasure of the British during its occupancy, while Barry and compatriots on the upper Delaware were devising plans to harass the revelers in the chief city of the "unnatural rebellion" Washington, amid the snows of Valley Forge, had his heart torn by the sufferings of his Patriot soldiers who bore all, suffered all, hoped all, determined to brave all, that their country should be free.



## THE BATTLE OF THE KEGS.

"After the destruction of the *Effingham*, Captain Barry projected the plan intended for the destruction of some of the enemy's vessels in the river by floating down machines in form of ship's buoys filled with powder and which machines, as they floated past the city, were fired at by numerous cannon and occasioned the humorous ditty called the Battle of the Kegs.

So wrote in 1813 Captain Barry's midshipman, mate and friend, John Kessler, who later in the course of our recital will be witness to the services of his commander.

This "BATTLE OF THE KEGS," on January 5th, 1778, is thus described by a letter in the Loyalist *Pennsylvania Ledger* of February 11th, 1778:

THE BATTLE OF THE KEGS.— January 5th, 1778.

BURLINGTON, January 21st,

Extract of letter from Philadelphia, January 9th, 1778:

"The city lately has been entertained with a most astonishing instance of the activity, bravery and military skill of the royal navy of Great Britain. The affair is somewhat particular and deserves your notice. Some time last week two boys observed a keg of a singular construction, floating in the river opposite the city, they got into a small boat and attempting to take up the keg, it burst with a great explosion, and blew up the unfortunate boys. On Monday last several kegs of a like construction made their appearance. An alarm was immediately spread throughout the city—various reports prevailed filling the city and the Royal Troops with consternation.

Some reported that the kegs were filled with armed rebels who were to issue forth in the dead of night, as the Grecians did of old from their wooden horse at the siege of Troy, and take the city by surprise; asserting that they had seen the points of their bayonets through the bung holes of the kegs. Others said they were charged with the most inveterate combustibles to be kindled by secret machinery and setting the whole Delaware in flames, were to consume all the shipping in the harbour; whilst others asserted that they were constructed by art, magic, and would of them-

selves ascend the wharfs in the night time and roll all flaming through the city, destroying everything in their way. Be this as it may, certain it is that the shipping in the harbour and all the wharfs in the city were fully manned.

The battle began and it was surprising to behold the incessant blaze that was kept up against the enemy, the kegs. Both officers and men exhibited the most unparalleled skill and bravery on the occasion; while the citizens stood as solemn witnesses of their prowess. From the *Roebuck* and other ships of war, whole broadsides were poured into the Delaware. In short, not a wandering chip, stick or driftlog but felt the vigour of the British arms. The action began about sunrise and would have been completed with great success by noon, had not an old market woman coming down the river with provisions unfortunately let a small keg of butter fall overboard, which (as it were then ebb) floated down to the scene of action. At the sight of this unexpected reinforcement of the enemy, the battle was renewed with fresh fury. The firing was incessant till the enemy closed the affair. The kegs were either totally demolished or obliged to fly, as none of them have shown their heads since.

It is said His Excellency Lord Howe has dispatched a swift sailing packet with an account of this victory to the Court of London.

In a word, Monday, the 5th of January, 1778, must ever be distinguished in history for the memorable BATTLE OF THE KEGS.

The "humorous ditty," referred to by Kessler, was written by Francis Hopkinson, Captain John Barry's accuser.

It is here reprinted from *The Pennsylvania Evening Post*, July 18th, 1778, p. 244.

BRITISH VALOUR DISPLAYED, OR THE BATTLE OF THE KEGS

Gallants attend and hear a friend  
Trill forth harmonious ditty;  
Strange things I'll tell, which late befell  
In Philadelphia City.

'Twas early day as poets say,  
Just when the sun was rising;  
A soldier stood on a log of wood  
And saw a sight surprising.

As in amaze, he stood to gaze,  
 The truth can't be denied sir;  
 He spy'd a score of Kegs or more,  
 Come floating down the tide, sir.

A sailor, too, in jerkin blue,  
 This strange appearance viewing,  
 First damn'd his eyes, in great surprise  
 Then said—"Some mischief's brewing.

These kegs now hold the rebel bold  
 Packed up like pickled herring;  
 And they're come down to attack the town,  
 In this new way of ferrying."

The soldier flew, the sailor, too,  
 And scar'd almost too death, sir;  
 Moved out their shoes to spread the news,  
 And ran till out of breath, sir.

Now up and down, throughout the town,  
 Most frantic scenes were acted;  
 And some ran here, and others there,  
 Like men almost distracted.

Some fire cry'd, which some deny'd,  
 But said the earth had quaked;  
 And girls and boys, with hideous noise,  
 Ran thro' the streets half naked.

Sir William, he, snug as flea,  
 Lay all this time a snoring;  
 Nor dreamt of harm, as he lay warm

\* \* \* \* \*

Now in a fright, he starts upright,  
 Awak'd by such a clatter;  
 First rubs his eyes, then boldly cries,  
 "For God's sake, what's the matter?"

At his bedside he then espy'd  
 Sir Erskine at command, sir;  
 Upon one foot he had one boot,  
 And t'other in his hand, sir.

"Arise, arise!" Sir Erskine cries,  
 "The rebel's—more's the pity!  
 Without a boat, are all afloat,  
 And rang'd before the city.

"The motley crew, in vessels new,  
With Satan for their guide, sir,  
Packed up in bags and wooden kegs,  
Come driving down the tide Sir.

Therefore prepare for bloody war,  
These Kegs must all be routed,  
Or surely we despised will be  
And British valour doubted."

The royal band now ready stand,  
All rang'd in dread array, Sir,  
On every slip, in every ship,  
For to begin the fray, Sir.

The cannons roar from shore to shore,  
The small arms make a rattle;  
Since war's began, I'm sure no man  
E'er saw so strange a battle.

The rebel dales—the *rebel* vales,  
With rebel trees surrounded;  
The distant woods, the hills and floods  
With *rebel* echoes sounded.

The fish below swam to and fro,  
Attacked from every quarter;  
Why sure, thought they, the De'il to pay  
'Mong folks above the water.

The Kegs, tis said, tho' strongly made  
Of *rebel* staves and hoops, Sir,  
Could not oppose their powerful foes,  
The conquering British troops, Sir.

From morn to night these men of might  
Display'd amazing courage;  
And when the sun was fairly down  
Retir'd to eat their porridge.

One hundred men with each a pen  
Or more, upon my word, Sir;  
It is most true, would be too few  
Their valour to record, Sir.

Such feats did they perform that day  
Against these wicked Kegs, Sir,  
That years to come, if they get home,  
They'll make their boasts and brags, Sir.

Dr. Thatcher's *Military Journal of the Revolutionary War*, published in 1823, relates this affair, and ascribes it to Mr. David Bushnell, the inventor of the American Torpedo, a machine for submarine use, of which he relates attempts to destroy British shipping in New York, October, 1776. Thatcher gives the battle of the Kegs as in December, 1777, though it took place on January 5th, 1778. Captain Barry, as senior Commander of the navy on the Delaware, directed the operations of Bushnell. Kessler, his intimate friend, writing ten years before Dr. Thatcher, declares Barry projected the endeavor.

Returning to the charges against Captain Barry, we find that he obeyed the summons to go to York for trial. On arriving there he presented a statement in his own defence. This is now in the Haverford College collection of the late Charles Roberts, of Philadelphia. It was contributed to the *Historical Magazine* [Vol. III, for 1857, p. 202] by the late Dr. Robert C. Davis who wrote to the Magazine: "This is without doubt written by John Paul Jones and signed by Barry, which original is in my possession and has never before appeared in print. It was found among the effects of the late Commodore. . . It is to be presumed that under the alarming state of the naval affairs of the 'Rebels', it was advisable to heal all breaches of trouble for the good of the general cause." The letter reads as follows:

YORK, January 10, 1778.

GENTLEMEN: Having been ordered to attend Congress to answer a complaint of the Navy Board, I now beg leave to lay before your Honors the following facts, which I can prove, and which I hope will set my conduct in a fairer point of view in the eyes of your Honors than that in which the Navy Board have placed it. On or about the 24th of November last (1777) I received an order from the Board, desiring a return of the men on board my ship, the *Effingham*, which I instantly complied with. Two or three days afterward verbal orders came to White Hill for Captain Read and myself to attend the Board at Bordentown immediately. This we complied with, traveling two miles in the midst of a heavy rain. Having waited on Mr. Hopkinson, he gave orders, in writing, to prepare our ships immediately for sinking or burn-

ing, which he delivered to me as senior officer, and I, on going out, communicated to Captain Read. We returned to White Hill, where our ships lay, and began clearing them of their stores and material; but, as Captain Read was in want of hands, he went up the next day to Bordentown to hire some, and on his return informed me that Mr. Wharton had told him the frigates should be sunk that night or next morning. It is necessary for me to inform your Honors that, previous to the receipt of orders for sinking, Captain Read and myself had taken every measure to defend our vessels from all attempts of the enemy, and those measures, we are morally certain, would have been effectual in repelling any force the enemy could have sent up the river to take possession of or to destroy our ships. The *Washington* had on board thirteen guns, twelves, sixes, and four-pounders. I had on board my ship (the *Effingham*) ten guns,—part of these guns we had collected from the merchant vessels, then up at Bordentown, which they readily gave us for our defense. We had also enrolled eighty good men on board each of our frigates, partly collected from the said merchant vessels, and ready for action at the shortest notice. Besides, we had expectations of getting men from the shallops that were coming down from Trenton. I had one of my boats with a three-pounder in her, and Captain Read's barge ready for lookout-boats; added to this, a heavy fresh in the river, occasioned by the great rain which fell at that time, made it impossible for the enemy's boats to come up. Being conscious of the secure situation of our ships, we thought it our duty to expostulate with the Navy Board before they were rashly destroyed, and for that purpose we waited on the said Board, and communicated the precautions we had taken; and added that, were General Washington fully acquainted with the security of the ships, he would not order them sunk, and, further that they might be made ready for sinking should the worst happen. I then offered to go to his Excellency the General, and give him full information of all that had been done. Mr. Hopkinson answered that the Board had already wrote the General the ships should be sunk, and that sooner than they should disobey one

jot of his orders they would rather the whole thirteen frigates should be sunk. I think it necessary at this period to exculpate myself from a charge which the Navy Board, in the extract of their letter furnished me by order of Congress, has laid against me, viz.:—"In the presence of several strangers, he, in the most indecent terms, refused to execute our orders." Now I do aver that the following conversation passed only in the presence of Captain Read and the Board. Mr. Hopkinson informed us that His Excellency the General had been informed by a lad from Philadelphia that the enemy were preparing boats, and the frigates might possibly be their object. I assured him that boats could not board us. He replied he would take General Washington's opinion sooner than mine. I told him I did not doubt that, but that nevertheless I knew more about a ship than General Washington and the Navy Board together, and they that ordered my ship sunk, unless by direction of the Marine Committee, I should protest against; that I was commissioned by Congress to command her, and therefore expected to be consulted before she was destroyed. Mr. Hopkinson replied, "You shall obey our orders," upon which I left him. (Of course in high dudgeon.) I leave it to your Honors to judge wherein are the indecent terms in which I refused to execute the orders of the Board. I immediately repaired to my ship, got all clear, and acquainted the Board of it the 30th of November last. A few hours afterward Mr. Hopkinson came down to White Hill with an order to haul the ships on shore, and sink them by sunset, This was a wrong time of the tide, yet the orders were punctually obeyed.

Not satisfied with giving the orders, Mr. Hopkinson came on board my ship himself, and as soon as she struck the ground he ordered the plugs out, and the water ran in so fast we could not heel the ship to the bank, in consequence of which she lay down on her beam ends, and was very near oversetting.

The next morning I went to Bordentown, and acquainted the Board with the situation of the ship. I was told it was a misfortune, and that we must do the best to remedy it. I informed them that nothing on my part should be wanting. The Board then gave me verbal orders to hire all the

hands I wanted, which I found to be a very difficult matter, being obliged to coax them and pay extravagant wages. I made two efforts at different times to raise the ship, but without success. Having concluded on making a third trial, I had occasion to send to the Board for some things which were necessary for that purpose. When I received for answer that Mr. Hopkinson would come down and raise her himself. This insult I overlooked, having the getting up of the ship much at heart. Accordingly I took all the purchases I could think of, and got everything ready. About ten o'clock I sent up to the Navy Board for as many of Colonel Nichola's invalids as they could send, the day having then cleared up (it snowing in the morning) pretty moderate. In the interim I collected all the seamen I could, and began to heave upon the purchases. About one o'clock a sergeant and six or seven of the invalids came to my assistance.

I think it necessary to acquaint your Honors that in the two former attempts to raise the ship I had from twenty to twenty-five of these men, and was much disappointed to see so few of them on this occasion, and asked the sergeant the reason. He told me that Messrs. Hopkinson and Wharton had ordered him to bring such of the men as were well-attired. However, with this supply I set to work with as much ardor as possible. After some time Mr. Hopkinson came running out, saying,—  
"Captain Barry, doth she rise?"

"No, sir; how can she rise when you keep the people back?"  
"Poh," says he, "you are always grumbling!"

"What do you say?" "Go along" says he, "and mind your own business, you scoundrel!" "It is a lie!" says Barry.

"What! do you tell me I lie?" he replied.

"It was a lie in them that said so."

I then called the sergeant who brought the men, when he repeated that the Board had given him orders to bring the well-clothed men down; upon which Mr. Hopkinson told me he would bring me to account for this. My answer was, "Damn you, I don't value you more than my duty requires."

"Sir," says he, "you never minded your duty." I immediately told him he was "a liar," and that the Continental



Congress knew that I had minded my duty, and added that had he minded his duty as well, this ship would not be in her present condition. Mr. Hopkinson retired, and I pursued my business until one of the purchases gave way. This, gentlemen, is a true relation, and I submit to your Honors' judgment how far my conduct has been blameable. I shall only add that it has been a principal study with me to behave with the greatest respect to the Navy Board ever since their appointment, and I would just suggest to your Honors whether the good of the service does not require the Captains of the Navy to be treated with complaisance as gentlemen, as long as they observe their duty? For my part, I should think myself unworthy of the commission the Honorable Congress has been pleased to give me could I tamely put up with different treatment.

I have the honor to be, Gentlemen,

Your most ob't humble servant,

A handwritten signature in cursive script, reading "John Barry". The signature is written in dark ink and features a long, sweeping underline that extends to the right.

Mr. Hopkinson evidently made reply, as the "Journal of Congress" for January 29, 1778, records "a letter from F. Hopkinson, one of the Committee of the Navy Board, concerning the conduct of Captain Barry, was read, when it was moved that Captain Barry be not employed on the expedition assigned to his conduct by the Marine Committee with the approbation of Congress until further order of Congress." The question was put, and the States were equally divided, whereupon Congress adjourned until ten o'clock next day. Had an adverse majority vote been given and Barry "not employed on the expedition assigned to his conduct," perhaps Washington might not later have been cheered by results equal to those which Captain Barry won in "the expedition," which were so signal as to win Washington's special thanks sent from amid the desolation of Valley Forge. To have strengthened the heart of Washington then secured for Barry an honor glorious to his fame.

## CHAPTER VII.

BARRY ATTACKS THE BRITISH SUPPLY VESSELS BELOW  
PHILADELPHIA—PASSES THE CITY IN THE NIGHT—CAP-  
TURES THE MERMAID, THE KITTY AND THE ALERT—  
SUPPLIES SENT TO WASHINGTON AT VALLEY  
FORGE—THANKS BARRY—DID THE BRITISH  
OFFER A COMMAND IN THE NAVY ?

But the Patriot Barry was a Resolute for Liberty in other directions. If he failed to destroy the British shipping by the torpedo kegs he could succeed in harassing or destroying their supply vessels coming up the lower Delaware.

The "spirit of enterprise" aroused in him the resolve to prove his ability to harass and weaken the enemy, then in possession of his city and his home, even though he was amenable to censure for disrespect to authority. His ship, the *Effingham*, lay at the bottom of the Delaware, off White Hill, N. J., now Fieldsboro, one mile below Bordentown. Learning that British vessels bringing supplies to the enemy in Philadelphia were off Port Penn in the lower Delaware, he determined to make an attempt to capture or destroy them. The "spirit of enterprise" enabled him to demonstrate to the Supreme Executive Council, then at Lancaster, the feasibility of harassing the enemy in the lower Delaware. He encouraged the Council to endeavor to have the State's Navy coöperate and share in the effort. Accordingly, on February 7, the Council wrote to the Navy Board, then at Burlington, N. J., saying:

"It has been suggested that it is practicable to annoy the enemy in the river below Philadelphia with Barges called Guard Boats. A spirit of enterprise in this way has discovered itself in Captain Barry and other officers of the Continental Navy, and other persons, particularly in the Delaware. This State promises considerable advantage to the adventurous

as well as to the public. Application has been made to Council by Captain Dougherty, and Mr. John Naghton, requesting to be permitted to have two of the boats to fit out for this purpose. Their request would have been readily granted but that Council waited to find Captain Barry's example inducing the officers and men of our fleet for a time specified. Their public exertions we would like to encourage and reward, asking the use of those barges, on the same footing that others offer to take them—that is to say, to give security for the safe return of the boats, find men and victuals and take all they get from the enemy, giving security and acting under commission as privateers. If any benefit can arise from a plan of this kind, it ought to be to the officers and men who have signalized themselves in the time of danger. Council therefore direct you to permit as many of the Boats as may be spared to be fitted out immediately on the terms aforesaid by our officers and others." Then follow detailed regulations as to commissions, etc.

While Captain Barry was destroying the forage of the enemy Congress still left the charges against him undetermined. We have seen how, by a tie vote, the command was not taken from him. It would seem, however, that his friends, noting how near he had come to being dismissed, agreed to accept a vote of censure. Accordingly, in Congress, on February 21, the Marine Committee, to whom was referred the complaint of the Navy Board against him, reported as their opinion "that Captain Barry hath treated the said Board, in the person of Mr. Hopkinson, one of the Board, with indecency and disrespect, and that he ought, within twenty days after this resolve shall have been notified to him by the said Board, make full acknowledgment as shall be satisfactory to them." After the agreement of Congress to this resolve nothing further appears in official records concerning the affront given to authority. It may be presumed, then, that Captain Barry complied with the official desire of Congress. Doubtless he resolved to so manifest "the spirit of enterprise" in serving his country as to make ample reparation for any "disrespect" he had shown. So one night in February, 1778, with twenty-seven men in four row boats, he came down from above Burling-

ton, and, succeeding in passing Philadelphia unmolested by its British occupants. He went as far as Port Penn in the lower Delaware, and there on February 26th, 1778, captured two vessels, the *Mermaid* and the *Kitty*, and their convoy of 10 guns, the *Alert*, all laden with forage and supplies for the British army. After stripping the two ships he burned them, and sent their supplies northward through New Jersey. But British cruisers, ever alert off the Capes, discovered Barry at work and attacked him. He was obliged to run the schooner ashore, but held possession of her, however. He was authorized by the Marine Committee, on March 12, to make the purchases necessary to fit her out for service.

Spears' *History of the Navy* [Vol. 1. p. 189.] in relating this encounter says "*The Mermaid* and *The Kitty* with two other vessels were convoyed by the *Alert* of ten guns. "Barry with his gallant band made a dash at the schooner *Alert* and before the British could rally for a defence, clambered over the rail cutlass in hand. At that the British dropped everything and fled below, leaving Barry to put on the hatches and keep them there.

In view of the many occasions on which British historians charge the American sailors with cowardice it must be told that this "wild Irishman" with his twenty-seven men beat down under the hatches one major, two captains, three lieutenants, ten soldiers and one hundred seamen and marines. He captured one hundred and sixteen men with just twenty-seven."

In Abbott's "Blue Jackets of '76" is given the following account of Barry's operations in the Delaware. "The Delaware along the water front of Philadelphia, was the scene of some dashing work by American sailors, under the command of Captain John Barry. This officer was in command of the 'Effingham', one of the vessels which had been trapped in the Delaware by the unexpected occupation of Philadelphia by the British. The inactivity of the vessels, which had taken refuge at White Hill, was a sore disappointment to Barry, who longed for the excitement and danger of actual battle. With the British in force at Philadelphia it was madness to think of

taking the frigates down the stream. But Barry rightly thought that what could not be done with a heavy ship might be done with a few light boats.

"Philadelphia was then crowded with British troops. The soldiers were well supplied with money, and, finding themselves well quartered in the city for the winter, led a life of continual gayety. The great accession to the population of the town made it necessary to draw upon the country far and near for provisions; and boats were continually carrying provisions to the city. To intercept some of these, and to give the merry British officers a taste of starvation, was Barry's plan.

"Accordingly four boats were manned with well armed crews and with muffled oars set out on a dark night to patrol the river. Philadelphia was reached and the expedition was almost past the city when the sentries on one of the British men-of-war gave the alarm. A few scattering shots were fired from the shore; but the jackies bent to their oars, and the boats were soon lost to sight in the darkness. When day broke Barry was far down the river.

"Opposite the little post held by the American army and called Port Penn, Barry spied a large schooner, mounting ten guns and flying the British flag. With her were four transport ships loaded with forage for the enemy's forces. Though the sun had risen, and it was broad day, Barry succeeded in running his boats alongside the schooner; and before the British suspected the presence of any enemy, the blue-jackets were clambering over the rails, cutlass and pistol in hand. There was no resistance. The astonished Englishmen threw down their arms and rushed below. The victorious Americans battered down the hatches, ordered the four transports to surrender, and, on pain of being fired into, triumphantly carried all five prizes to the piers of Port Penn. There the hatches were removed, to permit the prisoners to come on deck. When all appeared it was found the Yankees had bagged one major, two captains, three lieutenants, ten soldiers, and about one hundred sailors and marines—a very respectable haul for a party of not more than 30 American sailors.

"The next day a British frigate and sloop-of-war appeared

down the bay. They were under full sail, and were apparently making for Port Penn, with the probable intention of recapturing Barry's prizes. Fearing that he might be robbed of the fruits of his victory, Barry put the four transports in charge of Capt. Middleton, with instructions to fire them should the enemy attempt to cut them out. In the meantime, he took the ten-gun schooner, and made for the Christiana River, in the hopes of taking her into shallow waters, whither the heavier British vessels could not follow. But, unluckily for his plans, the wind favored the frigate; and she gained upon him so rapidly that only by the greatest expedition could he run his craft ashore and escape. Two of the guns were pointed down the main hatch, and a few rounds of round-shot were fired through the schooner's bottom. She sunk quickly; and the Americans pushed off from her side, just as the British frigate swung into position, and let fly her broadside at her escaping foes.

"The schooners being thus disposed of, the British turned their attention to the four captured transports at Port Penn. Captain Middleton and Captain McLane, who commanded the American militia on shore, had taken advantage of the delay to build a battery of bales of hay near the piers. The British sloop-of-war opened the attack, but the sharpshooters in the battery and on the transport gave her so warm a reception that she retired. She soon returned to the attack, but was checked by the Americans' fire, and might have been beaten off had not Middleton received a mortal wound while standing on the battery and cheering on his men. Dismayed by the fall of their leader, the Americans set fire to the transport and fled to the woods, leaving the British masters of the field.

"Barry's conduct in his enterprise won for him the admiration of friends and foes alike. Sir William Howe, then commander-in-chief of the British forces in America, offered the daring American twenty thousand guineas and the command of a British frigate if he would desert the service of the United States. 'Not the value and command of the whole British fleet,' wrote Barry in reply, 'can seduce me from the cause of my country.'

"After this adventure Barry and his followers made their

way through the woods back to White Hill, where his ship, the *Effingham*, was lying at anchor. At White Hill and near that place were nearly a dozen armed ships, frigates, sloops and privateers. All had fled thither for safety when the British took Philadelphia, and now found themselves caught in a trap. To run the blockade of the British batteries and men-of-war at Philadelphia was impossible; and there was nothing to do but wait until the enemy should evacuate the city."

"The exploit was considered highly creditable to Captain Barry, on account of the enterprise and daring he displayed in going down the river, when it was full of the enemy's shipping and small craft." [Sparks' *Writings Washington*, Vol. p, 271.]

Nine days later, March 7th, 1778, off Bombay Hook, another successful enterprise of Captain Barry inflicted marked damage upon the enemy and added to Barry's heroic record. It is thus related:

William Ellery, of Massachusetts, delegate in the Continental Congress writing to William Vernon, senior member of the Navy Board for the Eastern Department from York Town, Pa., where Congress was then in session, under the date of March 16, 1778, said:

"The Marine Committee lately ordered Captain Barry of the *Effingham* to take four boats belonging to the frigates which are sunk in the Delaware, and proceed on a cruise upon that river. On the 7th instant two of them, the other two had not then got below the city, joined by five boats, half manned, attacked (near Bombay Hook) and took two of the enemy's transport ships, one mounting six four pounders, the other two swivels; and also a schooner with eight 4 pounders, twelve 4 pound howitzers and 32 men, properly equipped for an armed vessel. They first boarded the ships, and learning from them the strength of the schooner, Captain Barry prudently sent a flag to the schooner, ordering the Captain of her to submit, and promising that he and his officers, on compliance, should be allowed their private baggage; whereupon they thought proper to strike. As the ships were loaded only with forage, Captain Barry, after stripping, burnt them. The schooner being a suitable

vessel for a cruiser, he is ordered to purchase and employ on the Delaware so long as he thinks it may be safe.

"She had in her a variety of useful and valuable articles. This gallant action reflects great honour on Captain Barry, his officers and the crews of those boats.

"The other two boats have since got down and in their way took a small sloop, with fresh provisions, bound to the city. I expect every day to hear of their further success. These boats will annoy and injure the enemy more, in my opinion, than both the seventy-fours would, if they were built, equipped and manned, at least upon the Delaware." [Pub. R.J. . His. S., Jan. 1901, in Paper on *William Vernon* and the *Navy Board*.]

Colonel John Laurens, writing to his father on 9th March, 1778, related:

"You will be informed of Captain Barry's success with two or three armed boats on the Delaware. Two transports loaded with forage, one of them mounting six four pounders and four howitzers, fell into his hands, by his gallantry and address. The schooner had on board a lieutenant of engineers and company of artificers, some valuable intrenching tools, officers' baggage and wines and delicacies destined for Gen. Howe's table, etc. Capt. Barry was obliged to destroy the ship and set out on a new cruise with the schooner. A large fleet of the enemy's vessels were coming up the river. Barry maintained an obstinate fight; his men once leaped into the boat and were preparing to desert him; his presence of mind and singular address recovered them. He renewed the combat, but, surrounded and overpowered, he was obliged to run his schooner on shore, where he saved the cannon and everything valuable, and rendered the schooner valueless.

"You may see I write in great haste, which I am the more sorry for, as it would give me pleasure to dwell upon the praises due to Capt. Barry. Among other things taken aboard the schooner are a number of German letters and papers relative to the foreign regiments in British service, from whence we hope to gain some useful intelligence. Gen. Knyphausen's order of the Lion d'or is likewise taken but will be sent unto him." [Laurens' Correspondence, p. 140.]



The British report of occurrences on the Delaware, upper and lower, are herewith presented:

*Royal Penna. Gazette*, March 10th, 1778:

"We hear that an armed schooner and two vessels under her convoy were attacked last Sunday afternoon, at anchor off Wilmington, by three Rebel gallies and twenty boats full of armed men, and that after a very obstinate engagement, the vessels being greatly damaged, were obliged to "strike."

On the 13th the Gazette announced the arrival of a British fleet, the *Experiment*, the *Le Brune*, the *Dispatch*, the *Hotham* and *New York* with several transports. The fleet of eleven sail had come from Rhode Island.

"On the passage up the river the *Alert* schooner with the *Katty* and *Mermaid* transports being far ahead of the fleet were attacked by a number of Rebel gallies and floats [as mentioned in our last] but the rest of the fleet coming up the Rebels set fire to the two transports, without being able to avail themselves of any part of the cargoes; the *Alert* schooner was retaken on Monday last above Reedy Island."

Same day abreast of Penn Town the Rebels fired on a fleet from a battery they had erected, but received in return for their industry such a redundancy of shot from the *Le Brune*, *Dispatch* and *New York* sloop, as obliged them to abandon their cannon and it is thought nearly demolished the town

Early this morning a Rebel sergeant with eleven men came in here, and report that a very heavy fire was heard last night at Wilmington, by which it is imagined, that the British troops have rewarded the inhabitants of that place for their late industry." [Royal Gaz., March 17th, 1778.]

On Wednesday last a rebel gunboat, with one three pounder called the *Fame* No. 71, was taken by the *Pearl* and *Camilla's* boats out of a creek a little above Reedy Point.

Last Thursday the *Pearl's* boats took two rebel boats out of a canal at Reedy Point, one large long boat, fitted out for a four pounder and one swivel; the other a yawl for five swivels but neither men nor arms in them.

It was yesterday reported that a number of the Jersey militia

and Capt. Barry of the rebel fleet, were taken prisoners near Salem." [Gazette, March 24th, 1778.]

In the *Royal Gazette*, March 24th, 1778, is this notice:

"To do justice to the erudition of the author," it published two letters found on board of the rebel gun boats taken in the river Delaware." One signed Joseph Wead, was:

"To the Honabel Navy Board at Trentown

This is to let you No that we help to take in two ship and one sconer one ship having shix Caryage guns, the other ship having no guns the Scuner mounting Eight Carriage guns besides Eaght houghats Capt Beary being in company with his two boats and Capt Cullins boat and sevrall privet teurs be Longing to the State of penselvany and was oblig to burnt the— sent the Sconer up to Christen but ther being three men waare laing at Nucacal and the Cuner was blig to run Shour and cant tell what com of her.

Sir. Pleas pay Jacob Bird the sum of the Hoole and in so doing oblige your friend

JOSEPH WEAD.

Joseph Wead was commander of the *Fame*, mounting one four pounder, four swivels and ten wall pieces, manned by 12 men.

The report of the capture in Royal Gazette, April 7th, 1778, reads:

To the Printer of the Royal Penna Gazette.

"The gun boat mentioned to be taken by the *Camilla* and *Pearl* boats in your paper of 24th March was taken as follows:

Lieut Spry, commander of his Majesty's galley the *Cornwallis* Mr. Bradford Master, and twenty two of the crew. Lieut Bogue and ten marines belonging to the *Camilla* and ten men belonging to the *Pearl*; on the 18th of March last, landed in two gun boats, a little above Red Lyon Creek about four miles above Reedy Point, on the Pennsylvania shore, under cover of the gallies guns, marched about three miles up into the country to the head of Red Lyon Creek, there surprised and took a rebel gun boat called the *Fame*, Joseph Wade, commander, mounting one four pounder, four swivels and two wall pieces manned by twelve men, &c.

If it be true that Captain Barry was offered money and a command in the British Navy if he would desert the cause of the Colonies and that he replied that the "Value and the command of the whole British Navy would not induce him to abandon the cause of Liberty," may not the offer have been made after Barry's spirited actions in the lower Delaware? If not at that time then it may have been soon after the British took possession of Philadelphia and by Lord Howe, commander of the British fleet, and not by General Howe of the army.

It is known that Lord Howe sent a flag of truce to Commodore Hazlewood, commander of the Navy of the State of Pennsylvania, demanding the surrender of the fleet; Hazlewood replied, he "Would not surrender but defend it to the last extremity."

This was made known to Congress. On October 17th, 1777, the body "approved of the brave and spirited conduct of Hazlewood and the other officers and men concerned in the defence of the river Delaware and of their undaunted perseverance and resolution to maintain that pass to the City of Philadelphia."

As the demand on Hazlewood was made, what more likely than at the same time a similar flag of truce and offer was made to the Senior Commander of the Continental fleet in the River Delaware, Capt John Barry, coupled with an offer to give him a British command.

Or, perhaps, by another, either Lord Howe of the Ships or General Howe of the Army, may have attempted to win over Captain Barry.

It is of record that bribery was resorted to in order to gain unobstructed passage for British vessels up the Delaware.

Molesworth, who for years had been clerk to the Mayors of Philadelphia, was given fifty guineas to bribe pilots to bring the British fleet past the Cheveaux-de-Frise off Billingsport, so as to get the fleet to Philadelphia.

John Brown, "usually respected and an honest man," on November 5th, 1777, left Philadelphia by permission of General Howe to go to York Town, Pa., where Congress was in session. At Lancaster he was arrested and put in jail. He showed a letter which General Howe had written Thomas Willing, a leading

merchant of Philadelphia, in which Howe stated that he was desirous of stopping the further effusion of blood and to have the former state of affairs restored by the Declaration of Independence being rescinded. Then satisfactory terms could be agreed upon. Brown was sent to York and then back to Lancaster for examination. He had been for ten years in the employ of Willing and Morris. Willing remained in Philadelphia during the British occupancy and has been charged with doubtful loyalty to the Americans. Captain Barry had been in his employ.

The probability, however, is that if ever such an offer was made to Barry it was soon after British occupancy of Philadelphia and at the same time the surrender of the State Navy is known to have been demanded. Lord Howe would not have been likely to not have sought to secure the Continental fleet also. However, there are no records in the case to enable a positive statement to be made.

The above and other accounts of Barry's operations do not set forth that, perhaps, for two months Barry remained on the Delaware below Philadelphia harrassing the enemy and destroying forage and provisions. The annexed letters show him at Port Penn on February 26, after having destroyed the forage all the way from Mantua Creek to Port Penn, that two ships and a schooner were on March 7 captured by him at Port Penn, and that as late as April 11 he reported to Washington from Wilmington. Allowing, then, for time prior to February 26, during which he was destroying the forage from Mantua Creek to Port Penn, from which he reported to Washington, it is evident that Barry spent at least two months below Philadelphia annoying and punishing the British.

On March 12 the Marine Committee, as has been said, laid before Congress, among other things, a copy of a proposed letter to Captain Barry empowering him to purchase, for the use of the Committee, and fit out a vessel which he had lately taken in Delaware Bay. Congress resolved to "approve of the purchase being made and that it be referred to the Marine Committee to give such directions as they judge proper respect-

ing the name, officers and manning of the vessel when purchased and the manner in which she is to be employed.

That "the spirit of enterprise" in Captain Barry brought gratifying results is shown by the correspondence herewith given. On February 26, 1778, Barry wrote to Washington at Valley Forge a letter which is here given from the original in the WASHINGTON PAPERS, at Washington (Vol. XXII, p. 52):

"SIR: According to the orders of General Wayne I have Destroyed the Forage from Mantua Creek to this Place the Quantity Destroyed is about four Hundred Tons and should have Proceeded farther had not a Number of the Enemies Boats appeared in Sight and Lining the Jersey Shore Deprived us of the Opportunity of Proceeding Farther on the same purpose. Shall Remit to Your Excellency the Names of the Persons Whose property was Destroyed and Likewise the Quantity of Each, have thought Proper to Detain four of Your Men to assist in getting the Boats away as some of My Men are Rendered Incapable of Proceeding thro Fatigue. But shall again Remit by the First Order of Your Excellency having no further Occasion for the Remaining Part of the Detachment under My Command have thought proper to Discharge them & am Sir with Due Respect Your Excellency's Most Humble Servant,

JOHN BARRY."

Barry acted under "the order of General Wayne" his fellow member in THE SONS OF ST. PATRICK. Wayne had been directed by Washington to capture cattle, forage and supplies for his suffering soldiers at Valley Forge. Wayne, by subordinate officers, scoured the country round about Philadelphia, in Pennsylvania, Delaware and New Jersey, and by Barry on the lower Delaware River and Bay. Whatever could not be carried off was destroyed to prevent its getting into the possession of the British.

On March 9th, 1778, Captain Barry again reported to General Washington.

"DEAR GENERAL: Tis with the Greatest Satisfaction Imaginable I inform You of Capturing two Ships & a schooner of the Enemy, the two Ships were Transports from Rhode

Island Loaded with forage One Mounting Six four Pounders with fourteen hands Each the Schooner is in the Engineering Department Mounting Eight Double fortified four Pounder & twelve four Pound howitz Properly fitted in Every Particular & Manned with thirty-three men Among the Prisoners is a Lieutenant in the same Department with the Schooner the Lieutenant together with the Captain of the Schooner Being verry Solicitous for the Liberty of a Fortnight thought Proper By the Advices of Nicholas Vandyke Esq' (a Member of Congress) to allow them their Parole for a fortnight to Go to Philadelphia with some Officers Lady's that were taken on the Schooner. The schooner is a Most Excellent Vessel for our Purpose & as there Are a Number of Ships Expected in under verry Little Convoy with the farther assistance of about forty men should Give a verry Good Account of them, As the Enemy are Greatly Necessiated for want of Forage, the Schooner is unloaded But had not as Yet the Manifest of the Cargo. But are a Number of Engineering Tools on Board. Shall Give You a Circumstantial Account of the Whole Cargo as soon as Possible by the Bearer Mr. John Chilton have sent you a Cheese Together with a Jar of Pickled Oysters which Crave Your Acceptance Should have Remitted the Particulars Together with the Letters & Dispatch for General Dehesters Before But a fleet of the Enemy's Small Vessels appearing in Sight Obligated me to Burn One of the Ships & am afraid the Other will share the same fate Discharging her But am Determined to hold the Schooner at all Events Inclosed You have the Articles of the Schooner Capitulation as we Sent a flag on Board her After Boarding the two Ships & am Sir with Due Respect," &c.

The original of the above letter is in Vol. XXII of the Washington Papers, at p. 127, and at p. 119 are the "Articles of Capitulation agreed upon Between Capt. Morse of the Schooner *Alert* in His Britannick Majesty's Service & Capt. John Barry on the Part of the United States," which provided that "Every Lady in the Ship is to have their Baggage &c Belonging to their own Private Property—The Lady's are to Be Sent to Philadelphia By the first Conveyance. The Men to Remain

Prisoners of War 'till' Exchanged—Dilworth the Pilot to Be held as a Prisoner of War On these Conditions I Deliver up the Schooner *Alert*."

#### WASHINGTON THANKS CAPTAIN BARRY.

Nor was Washington slow in reporting Barry's doings to Congress. On March 12th, he wrote from Valley Forge to that body, saying: "I have great pleasure to transmit to you an extract of a letter from Captain Barry which will inform you of his successes. The two ships he burned after stripping them; and he was obliged, it seems, two days after the capture to ground and abandon the schooner, after a long and severe engagement with some of the frigates and small armed vessels. It is said he saved her guns and most of her tackle" ('Letters,' vol. XI, p. 197). On the same day he answered the second letter from the naval hero himself, thus: "I have received your favor of the 9th inst., and congratulate you on the success which has crowned your gallantry and address in the late attack upon the enemy's ships. Although circumstances have prevented you from reaping the full benefit of your conquests, yet there is ample consolation in the degree of glory which you have acquired. You will be pleased to accept my thanks for the good things which you were so polite as to send me, with my wishes that a suitable recompense may always attend your bravery" (Sparks' "Writings of Washington," vol. V, p. 271).

In Frost's "Naval Biography" it is said of this attack on the enemy's ships: "For boldness of design and dexterity of execution it was not surpassed, if equalled, during the war."

On St. Patrick's Day, 1778, Washington is related to have said: "I, too, am a lover of St. Patrick," and so issued an order for an extra allowance of "grog" so as to restore the good feelings between the Irish and those who had erected a "Stuffed Paddy." Then—the same day—he issued an order that a corps of one hundred men should be annexed to his Personal Guard which had been organized in New York in 1776. "They must be American born" and men of "established characters

for sobriety and fidelity," was his order. [2 Pa. Ar. Vol, XI. p. 122. or Stryker's, N. J., Regts p. 60.]

But Baron Steuben, a German, was appointed instructor to drill this "native" corps as a model for all companies.

Captain John Barry, a foreign born, was destroying the enemy's shipping and sending supplies to Valley Forge when Washington, on February 12th, wrote President Wharton, of the Supreme Council of Pennsylvania, "We find the Continental troops (especially those who are not natives) are very apt to desert from the pickets." [Ms.]

On March 20, Barry wrote again to the Commander-in-Chief (Washington Papers, vol. XXII, p. 207,) this time from Wilmington, Del.:

"DEAR GENERAL: Inclosed You have an Invoice of the Goods taken from on Board the Schooner *Alert* & Ships *Mermaid* and *Kitty* the Intrenching Tools You mentioned are stolen by the Inhabitants together with about one fourth Part of the Cargo taken out of the Vessels I should be much obliged to Your Excellency to Appoint some Person at Middletown or Order them to purchase what things you may Judge necessary for the Army as I wish they may have the Preference the Capturers in General Expect the Articles to be sold at Public Sale in about ten days from this Date, I likewise send You a Rough Draft of New York Island which Probably may be of Service to You.

"The enemy have forty sail of Vessels up Salem Creek & about thirty more on the Delaware abreast of the Creek. They have from the Best information I Can collect about fifteen hundred Men Landed & am Satisfied their Intent is for Stock and forage Shall by the Earliest Opportunity Transmit to Your Excellency Every movement of the Enemy I Possibly Can Collect."

On April 6 he wrote from Middletown, (*Ibid.*, p. 301): "Inclosed is a bill of sundry Articles purchased at the Sales here for your Excellency which tho' bid in high, hope will please you; I should have compleated the whole of your Excellency's Mem" had it been in my power. Major Burnet purchased all



the Knives & Forks to be equally divided between your Excellency & General Green. You will please to send the Marshall the Amot of the Inclosed bill by the same hand that brings the Money for the Articles purchased by Major Burnet."

Again from Wilmington he wrote to Washington on April 11 (*Ibid.*, p. 303): "I send by bearer the things I have Purchased for Your Excellency. It would have given me great pleasure to have had it in my power to have Compleated the whole, but some of them selling so high and thees not good was the Occasion the memo show him that Your Excellency Ordered me Camp wants close [clothes] and they Grumble Very Much about it. I fear there is some of them that will not stay unless the can be supplied with them—I think in a little time our Crusing will be At an end but I want to have one sweep more among them before we give up, we have been unhappily blocked up here for this few day past but if the Men stay will be out in a few days—should be glad if your Excellency would let me know the time you wood want the Men and the Greatest care shall be taken that they join their respective Regiments—Your Excellency will oblige me very much if you will desire General Varnum to send the men and Close by the Bearer as soon as possible if He dont Come soon it will brak up my crusin which I should be very sorry for as I think we can be of use for some little time yet."

Concerning the captured "things" which Captain Barry wrote Washington he had purchased for him at sale at Middletown, on April 1st, one year afterwards, on April 12th, 1779, James Booth wrote Edward Roche, aide to Washington, sending a list of the prize goods bought by Captain John Barry for General Washington and requesting that the bill be presented General Washington for payment.

On May 27th, Roche replied from Camp Middle Brook that General Washington had paid the bills to Captain Barry almost "a year ago" and enclosing an attested copy of Captain Barry's bill and receipt for the same.

James Booth from New Castle, on June 15th, 1779, wrote Barry informing him of General Washington's surprise at his not turning over the money to the proper authorities, and

requesting that he then pay the bearer Mr. Simon Levy. [Papers with Capt. Jno. S. Barnes.]

Unfortunately Captain Barry's relation of the case has not been discovered so "the other side" would appear.

The following extracts from the British organ in Philadelphia at this time are interesting as showing the sentiments prevailing:

*Royal Gazette*, April 10th, 1778.

France has given the strongest assurances of her pacific disposition to the Court of Britain. The Agents of Congress, Franklin and Dean, are totally neglected by all in France except a few interested merchants who have been amused out of their property and think it their interest to countenance those heroes till proper assignments from Congress are sent them—the former abettors of the American rebellion are now their most inveterate enemies and subscribe cheerfully for the encouragement of the new levies—that men for the sea and land service are raising with the greatest facility.

April 14th, *Gazette* said:—

"The old Lyon has been grumbling and shaking his mane a little for some time. He is now thoroughly aroused and America seems destined to feel his rage."

On April 28th: A Friend to peace and the British Constitution advised that, "In case the ungrateful Americans dont immediately relinquish their Independence and accept the honourable terms offered them that positive orders should be given to his Majesty's ships and vessels of war to sink every privateer and armed vessel in the service of the American rebels without *saving a man*. But alas! the characteristics of Great Britain have ever been that of mistaken lenity."

"A York Town Rebel Paper" of May 4, 1778, having said: "The news of the defeat and capture of General Burgoyne were received in France with as much joy as if a victory by their own troops had been announced. Our Plenipotentiaries took this opportunity again to attract the attention of the Court of France to the objects of their negotiations."

The *Royal Gazette*, May 12th, said:

This piece of intelligence which has been received with rap-

tures by those who, regardless of the happiness of their fellow-creatures, would even, were it in their power, subvert the decrees of the Almighty, to support their usurpation power and like the first Arch Rebel, "rather rule in hell than serve in heaven." It cannot be imagined that many would be so credulous as to think the religious sentiments of the French, and those imbibed by the spawn of Cromwell, will ever quadrate so as to promote a lasting harmony or that an honest American will relinquish his reason so far as to risk eternal concerns on the inverted eyes, sour grievances or ecclesiastical thump of a Presbyterian fist, were the pious orator even endowed with the eloquence of a John Cotton Mather. At any rate before the French could give them any aid, the country may at discretion be laid waste, and leave them as little sanctuary as the wild beasts in the woods.

But John Barry, whose religious sentiments quadrated with those of the French, co-operated with the Presbyterian "spawn of Cromwell," in battling for Liberty unawed by power and unseduced by gold or command.

*Royal Gazette*, May 22d, 1778.

"Intelligence being received last Tuesday evening that Mr. Washington and his tattered retinue had abandoned their mud holes and were on their march to Germantown, a detachment of British and Hessian troops went out to meet and escort them into the city; but the rebels being apprized of their approach, flew back with precipitation, to what they term their camp, determined to act no further on the defensive than might be consistent with their personal safety."

AMERICA'S LAMENTATION: *Royal Gaz.*, May 26th, 1778:

"Congress, why not relent? There is a place  
Left for repentance—yes—for pardon left;  
By easy due submission; but that word  
Thy stubborn soul forbids, and dread of shame;  
Among States around, whom thou s't seduce'd.  
With other promises and other vaunts,  
Than to submit; boasting thou could'st subdue  
Our aged parent. With detestation strong

Indignant Heaven must view the black attempt;  
And Odious make thy name, thro' all the world,  
Unconscionable Men! You little heed  
How dear this Continent pays for your boasts,  
Under what torments its poor people groan  
And now bleed for you at ten thousand veins."

The *Gazette* of April 3d, reported the coming in of sixty deserters from the rebel army.



## CHAPTER VIII.

MRS. BARRY—BRITISH DESTROY THE "EFFINGHAM" AND OTHER  
VESSELS AT WHITE HILL—EVACUATE  
PHILADELPHIA.

While Captain Barry was on the Delaware so successfully serving his country, Mrs. Barry and other refugees from Philadelphia were at Reading. Her Brother, William Austin, a Tory, was then in the English Naval service. When he was captured Captain Barry wrote to Washington asking that he be exchanged. On February 16, 1778, Colonel Henry Haller, writing from Reading to President Wharton, of the Supreme Executive Council of Pennsylvania, reported that Reynold Keen had gone over to the enemy, and asked if it would be proper to order the family to Philadelphia, where their friends, the British, were. "Mrs. Barry, sister to Mr. Keen, desires to know whether she could not be permitted to keep for Mr. Keen some of the kitchen furniture and bedding for the children, and in case she should buy any of the goods at the vendue on Saturday next, at which time I propose to sell, unless orders come from you to the contrary, will she be allowed to send them to Philadelphia to Mr. Keen?" On the 18th, President Wharton replied: "If Mrs. Barry chuses to take care of the children, the Council can have no objection to it, or to her purchasing anything she may chuse to pay for; but as to taking furniture or other things, except decent clothing, to Philadelphia, it would be highly improper, as General Howe refuses such liberty to our people who are in the city." Mrs. Barry was sister-in-law to Reynold Keen, who had married Christiana Stillé (who died at Reading on December 5, 1777), the daughter of his second cousin, Sarah Keen, by her first husband John Stillé, and half sister to Sarah Austin, daughter of the same Sarah Keen by her second husband Samuel Austin, who married Captain John Barry. Reynold Keen, however,

took the oath of allegiance to Pennsylvania on October 11, 1779.

The daring and success of Barry's operations in the lower Delaware made the British revengeful.

Though preparing to evacuate the City they were anxious to destroy the vessels in the upper Delaware, lest, perhaps, they should attack the evacuating army while crossing the Delaware or the retreating vessels as they sailed down the river.

"In April, in compliance with the orders of General Washington, after a rather stubborn resistance on the part of the Navy Board, the galleys, shallops, and brigs were dismantled and sunk, shot buried, officers and seamen for the most part dismissed and stores lodged in safety in New Jersey. The Officers remained to take part in Courts Martial held at Trenton, in May." (*Pa. Ar.* 2d Vol. I., p. 236.) Thus we see the Pennsylvania Navy Board as reluctant to sink its vessels as Captain Barry had been the November before to lay at the bottom of the Delaware the *Effingham*, which Congress had committed to his care.

Washington, doubtless, had information concerning the purpose of the British.

Barry's *Effingham*, the *Washington* and other vessels had been raised from "the soft bottom" of the river. On May 7, 1778, a force, under Major Maitland, was sent on an expedition up the Delaware from Philadelphia. The *Washington*, 32, the *Effingham*, 28 guns, and other vessels, numbering in all twenty-one or more were set on fire and destroyed.

A British report of the expedition is found in *The Pennsylvania Evening Post*, May 13, 1778, No 490:

"Last Thursday night four gallies, an armed brig and a schooner with a detachment of light infantry in boats, went up the river. On Friday the troops landed near White Hill, where a show of resistance was made by about fifty light horse and a like number of militia, who were instantly dispersed with loss of several men and four pieces of cannon, which were demolished. In pursuing the fugitives to Bordentown, one Ivins was accidentally killed in crossing the street [creek?] A quantity of naval stores, and some thousand of tent poles,

pegs, &c., with the storehouses were burnt, by which means the dwelling house of Mr. Borden also shared the same fate.

"In the meantime the people of the Navy set fire to the *Washington* and *Effingham* frigates, two very fine ships, and to a number of vessels in Crosswicks Creek.

The troops were then re-embarked, passed over the river and landed. The next morning two gallies and some boats proceeded up to Biles Island, where several vessels were set on fire, while the boats went up Watson's Creek, where the rebel gallies were found with their masts only above water. Here the boats were saluted with a number of cannon shot, which did no damage. The two gallies were by this time aground, and exchanged some shot with the rebels from the lower point of the island.

"It was some hours before the gallies floated, during which time the exasperated seamen from the boats and vessels below, set fire to the house of Mr. Kirkbride and to the ferryhouse. As soon as the gallies returned from above, the troops marched across the country and halted at Bristol until the vessels came down, when they re-embarked and proceeded down the river. Two ships were burnt at Bristol and several below Burlington. The number destroyed, besides the two frigates, are two privateers, one of fourteen the other of ten guns, one large ship pierced for twenty-four guns, nine other ships, besides fourteen or fifteen smaller vessels. The troops and vessels, employed on this expedition returned on Sunday to this town, without the loss of a man. We are since informed that the rebels lost seventeen men killed at Bordentown."

Captain John Henry commanded the 24 gun ship *Fowey* and in May, 1778, in conjunction with the land force, under Major Maitland, destroyed the American magazines then erecting in the Delaware, and captured the 32 gun frigate *Washington* and the 28 gun frigate *Effingham*, besides the brig and a sloop. [From Narrative of John Blatchford, a soldier of the Revolution: N. Y., 1865: Notes page 101.]

Diary of Mrs. M. M., of Burlington. [*Watson's Annals*, 11, p. 315.]

"One morning very early, we were surprised to see many hun-

dreds of boats filled with British soldiers going up to Bordentown to burn all the gondolas. While looking at them R. Sutton and his son stopped at my door when the former said he was going to join a party of soldiers going up to resist them. Poor fellow he was killed the next day."

The Annals, [p. 297] says: "Loss was the *Effingham* and *Washington*," two fine ships, 2 privateers, 1 large 24 gun ship, 9 other ships and 14 or 15 smaller vessels. It met with but little resistance by 100 men."

THE BRITISH TRIDENT OR REGISTER OF NAVAL ACTIONS, by Archibald Duncan, London, 1805, Vol. 2, page 280, says: Lord Howe detached, May 4th, Captain Henry with four gallies and other armed vessels, to cooperate with a detachment of light infantry, under the command of Major Maitland, who were embarked in flat boats, for the purpose of destroying some American armed ships, and other vessels which were lying in the Chesapeake(?) [Delaware] between Philadelphia and Trenton; this service they executed with great activity and success. The following were the armed vessels with Captain Henry: Gallies: *Hussar*, *Cornwallis*, *Ferret*, *Philadelphia*, *Viper*, *Pembroke*, four gun boats, eighteen flat boats.

The following is also a list of the American ships and vessels destroyed: *Washington* (pierced) 32 guns: *Effingham* (ditto) 28 guns: 3 sloops, each 16 guns, 3 sloops each 10 guns, 9 large merchant ships, 23 brigs with a number of schooners and sloops."

This expedition seems to have been the last destructive raid of the British while in possession of Philadelphia. It was doubtless made to clear the way of escape, now that the evacuation of the city had been resolved upon. This event took place on June 17, 1778. Washington started at once from Valley Forge and intercepted the runaways at Monmouth, N. J., on that hot June Sunday, trounced the British and the Hessians, though swearing at Charles Lee for his then unaccountable course, now known to have been treasonable.

In the "Journal of Congress" for July 22 we read: "A copy of a letter from Captain Barry and Captain John Young



was laid before Congress and referred to the delegates of Delaware and Maryland and that they take order thereon." The purport of this letter and the action of the Committee thereon have not been discovered.

It may be of interest at this period to discover how Barry's native land was faring by reason of the struggle in America.

*The Pennsylvania Post*, August 6, 1778, in reporting the proceedings of the House of Commons, April 7, on "the Irish business" that "all merchandise, wares and manufactures of Ireland be permitted to be exported immediately from Ireland, said:—

"Perhaps a question may be properly asked, whether does Ireland owe to England or America these important concessions? If they are the effect, as is probable, of the present situation of affairs, what American does not exult in the thought that the successful struggle he hath made for his own rights has already spread its happy influence to a distant region. We need say nothing to the natives of Ireland or their posterity now living in America, for they will feel a purer and a higher joy than any other can expect."

*The Post*, November 27, 1778, had news from London, July 13, "The devastation which the American war has made in trade and public credit cannot longer be denied or disguised.\*\*\*

The trade of Ireland is deeply wounded and the distress this occasions in that Kingdom is ever affecting. It is with the greatest difficulty the common people, out of employ and starving, are kept in a tolerable order. The relaxations relating to the trade of that Kingdom go but a little way towards satisfying them; they demand immediate work and bread."

## CHAPTER IX.

BARRY APPOINTED TO THE RALEIGH—PURSUED—ESCAPES—  
APPOINTED TO AN EXPEDITION AGAINST EAST FLORIDA—  
NOT PLEASING TO BARRY.

Though Barry's *Effingham* had been destroyed by the enemy his services had been too spirited to permit of his inactivity. In February the *Alfred*, Barry's old *Black Prince*, had been captured by the British frigates, *Ariadne* and *Ceres*, owing to the *Raleigh*, under Captain Thomas Thompson, having deserted her. On the arrival of the *Raleigh* at Boston Thompson was relieved of the command and Barry appointed.

What befell *The Raleigh* and its new Commander is related by the authorities herewith cited!

From the *Pennsylvania Evening Post*, Monday, October 19, 1778:—

BOSTON, Oct, 8th, 1778.

The following particular account of the loss of the Continental frigate *Raleigh* was received yesterday from two gentlemen who were officers on board of her, viz:

"On Friday, the twenty-fifth of Sept., 1778, at six A. M., sailed from Boston Harbour, on a cruize in the Continental ship of war *Raleigh*, John Barry Esq., commander; having under our convoy one brigantine and a sloop with a fresh gale at N. W. steering E. & S. At nine A. M. spoke the brigantine and sloop and gave them their instructions, and ordered them to make all the sail they could and stand after us. About noon saw two sail to leeward, bearing about S. E. b E distant five or six leagues. We then spoke the brigantine in company and acquainted the captain there were two ships in sight and ordered him to make all the sail he could after us, which he did; the sloop being some distance astern, we hove out a signal for her to make more sail, and haul her wind with us to the northward. We perceived by this time the said ship standing

on different tacks, with a schooner in company. The northernmost ship gave us chase; we perceived she gained on us but little. About three o'clock P. M. we saw the southernmost ship had tacked and was standing after us; she then being to windward of the northernmost ship, and about two points under our lee quarter, night arising on us we lost sight of each other. The wind continuing light and variable, at ten P. M. tacked ship to the N. W. our ship being cleared for action, barricaded, and men at their quarters all night. On Saturday morning at six o'clock, we could not discern the ships from the masthead, it being hazy. We still kept our wind for the land and made Agamenticus, bearing about W b N, distant about eight or nine leagues, and continued our course for the land, until between nine and ten A. M. The haze clearing away we perceived said ships bearing about south, distant about five leagues, having to appearance all sail set and standing after us, we still continuing our course for the land. About twelve we heard the noise of a gun astern and perceived the ships to alter their course and stand to the eastward. About two P. M. the said ships dissappeared. At five P. M. Cape Niddock, bore N. W. b W, distant five leagues.

Sunday at five A. M. handed all sails and lay a hull until six, then made all the sail we could, and steered S. E. b E. no ships in sight. At half past nine A. M. we discovered two sail from the mizzen top mast head and quarter deck, coming down on us with all sail set.

We soon perceived them to be the same ships which chased us the day before. We immediately hove ship, with our larboard tacks on board; the chase directly hauled their wind, and pursued us; it blowing a fresh gale at west, our ship going at the rate of eleven knots and two fathoms for several hours, we could perceive that we dropped our chase. At noon, it being more moderate, the headmost ship overhauled us fast, and the sternmost nearly held way with us. At half past four P. M. tacked and stood to the S. westward, in order to discover the headmost ship's force; at the same time saw several islands but could not tell the name of either. Our ship being cleared for action, and men at their quarters, about five P. M. coursed

the headmost ship to windward, athwart her fore foot; on which we hoisted our colours, hauled up the mizzen sail, and took in the stay sails, and immediately the enemy hoisted St. George's ensign. She appearing to be pierced for twenty-eight guns; we gave her a broadside, which she returned; the enemy then tacked and came up under our lee quarter and the second broadside she gave us, to our unspeakable grief, carried away our fore top mast and mizzen top gallant mast; he renewed the action with fresh vigor, and we notwithstanding our misfortune, having in a great measure lost command of our ship were determined for victory. He then shot ahead of us, and bore away to leeward. By this time we had our ship cleared of the wreck. The enemy plied his broadsides briskly which we returned as brisk; we perceiving that his intentions were to thwart us, we bore away to prevent his raking us; and, if possible, to lay him aboard, which he doubtless perceived, and having the full command of his ship, prevented us by sheering off, and dropping astern, keeping his station on our weather quarter.

Night coming on we perceived the sternmost ship gaining on us very fast, and being much disabled in our sails, masts and rigging, and having no possible view of escaping, Capt. Barry thought it most prudent, with the advice of his officers, to wear ship and stand for the shore, if possible, to prevent the ship's falling into the enemy's hands, by running her on shore; the engagement continuing very warm, about twelve midnight saw the land, bearing N. N. E. two points under our bow. The enemy, after an engagement of seven hours, thought proper to sheer off; and wait for his consort; they showing and answering false fires to each other. Our mizzen topsail at this time being shot away, and the ships out of sight, and hoping they would not pursue us between the islands, Capt. Barry ordered the mizzen topsails then cut loose from the yard and another bent; which we were endeavoring to effect, when both the enemy's ships appeared in sight, endeavoring, if possible, to cut us off from the land; as soon as they heard us, we plied our stern chaces below and aloft, until alongside of us. The headmost ship proved a two decker, of at least fifty guns. We, being

not in the least daunted, received their fire, which was very heavy, and returned ours with redoubled vigor.

Encouraged by our brave commander, we were determined not to strike. After receiving three broadsides from the large ship and the fire of the frigate on our lee quarter, our ship struck the shore, which the large ship perceiving poured in two broadsides, which was returned by us; she then hove in stays, our guns being loaded, gave us a good opportunity of raking her, which we did with our whole broadside, and after that she bore away and raked us likewise; and both kept up a heavy fire on each quarter, in order to make us strike to them which we never did; after continuing their fire some time they ceased and came to anchor about a mile distant.

The island we run the ship on proved to be uninhabited and rocky, which rendered it incapable of being fortified immediately for the defence of the ship. Notwithstanding the enemy keeping an incessant fire and our men being much fatigued with the excess of duty, we nevertheless embraced the opportunity of hoisting out our boats to save the men and if possible to fire the ship the former of which was accomplished to the number of 85 and the latter prevented by the treachery of one Jesse Jaycockt, a midshipman, by misinforming the master who had given him orders to set fire to the combustibles which he had prepared for the purpose.

The saving of more officers and men was prevented by their surrendering themselves prisoners before the boats could return to the island to take them off after carrying off the above number."

T V G J O

[*Pa. Post*, October 21st, 1778.]

Extract of a letter from the Commissioner of the Navy Board at Boston to the Marine Committee of Congress, dated Oct. 7th; "This will inform you of the loss of the *Raleigh* frigate commanded by John Barry, esq. She sailed on Friday the 25th of September, and in a few hours afterwards discovered two of the enemy's ship, one of fifty or sixty guns, and the other a frigate, which Captain Barry endeavored to avoid, and once supposed himself clear of them; but the next day was pursued

by the same or two other ships. The frigate, after some time, being a copper bottom, and going very fast, came up and an engagement ensued between the two frigates, which lasted several hours, in which the *Raleigh*, though she had lost her fore top-mast, had the advantage and would have raked the frigate, had not the larger ship come up, when Captain Barry and his crew, after supporting an unequal conflict with the two ships, with great gallantry, for half an hour run the *Raleigh* on shore, so that though he has lost his ship, he has gained laurels for himself and honour to his country; perhaps no ship was ever better defended. Capt. Barry had made preparations to burn the ship as soon as the sick and wounded could be landed, but by some misfortune that was not executed; the enemy took her off the next day. We shall add no more but that Capt. Barry's conduct is highly approved of here, and that his officers and men are greatly pleased with him.

Published by order of the Marine Committee.

JOHN BROWN, Sec.

*Pa. Post*, Oct. 26, 1778. News from Boston, Oct. 12.

"Since our last, arrived here a number of men belonging to the *Raleigh*, and Capt. Barry himself. His good conduct and bravery are universally allowed, being attacked by the British frigate and a ship of at least fifty guns; he was obliged to run the *Raleigh* on shore at an island on our eastern coast and the greatest part of the company were captured. It is said his vessel might have been saved if any one on board had been well acquainted with the harbours on that coast.

Col. John Laurens, writing to his father, 13th Oct., 1778:

"Gen. Greene arrived in camp yesterday, gives us an account of Capt. Barry having lost his frigate two days after he sailed from Boston. He engaged a British 32 gun frigate, and had fought her with his usual bravery, and great prospect of success, his men and officers being sworn not to surrender; when a 64 gunship came up and put an end to the contest; but not before he had given two or three such fires as Barry's situation relatively to the British frigate allowed.

Our brave captain then avoided violating his oath by run-

ning his ship on shore at Seal Island, and keeping up a fire from four guns which he brought to bear in his stern, 'till he got out his boats and some luggage. He made his escape with 80 hands; the rest were to shift for themselves by landing. Ten who concealed themselves have escaped since; one an Englishman, 'remained on board and extinguished the fire which Barry put to the ship in order to destroy her, by which means she was saved and the enemy got her off. [Corresp. p. 233.]

*The Post*, November 2d, 1778. News from New London:

"Last Tuesday a flag arrived here from New York with 22 prisoners, late belonging to the *Raleigh* Continental frigate. carried in there. The flag left New York Monday; by her we learn that the *Raleigh* was taken by the *Experiment*, Capt. Wallace, of fifty guns and the *Unicorn* of 22 guns; the latter had ten men killed, was greatly damaged in her hull and rigging and was laying at New York in a careen, with both masts taken out. The *Raleigh* is taken into the British service and the command of her given to a lad, a relative of Admiral Byron."

A document on file in the office of the Auditor of the Navy says: "The *Raleigh*, while in command of Captain Barry, after an action of 9 hours with H. B. S. *Experiment*, 50 *Wallace* and *Unicorn*, 22, having lost 25 killed and wounded, run the ship ashore and deserted her (year 1778)." In John Calef's "Siege of Penobscot by the Rebels" (London, 1781) is a post-script at the close of which is the following: "From 'Glory of America,' Commodore John Barry of the *Raleigh*, 32 guns, run on shore by British squadron, on Fox Island in Penobscot Bay" (p. 485).

Abbott thus describes the affair in his "Blue Jackets of '76": "In September [1778], the United States frigate *Raleigh*, when a few days out from Boston, fell in with two British vessels—one a frigate, and the other a ship-of-the-line. Capt. Barry, whose daring exploits on the Delaware we have chronicled, was in command of the *Raleigh*, and gallantly gave battle to the frigate, which was in the lead. Between these two vessels the conflict raged with great fury for upwards of two hours, when the fore-topmast and mizzen top-gallant-mast of the

American having been shot away Barry attempted to close the conflict by boarding. The enemy kept at a safe distance, however, and his consort soon coming up, the Americans determined to seek safety in flight. The enemy pursued, keeping up a rapid fire; and the running conflict continued until midnight. Finally, Barry set fire to his ship, and with the greater part of his crew escaped to the nearest island, an island near the mouth of the Penobscot. The British immediately boarded the abandoned ship, extinguished the flames, and carried their prize away in triumph."

An English account of this engagement to be found in Beaston's "Naval and Military Memoirs of Great Britain," says: "The *Experiment* and *Unicorn*, being on a cruise in Boston bay gave chase to a large sail, which after a running fight of an hour and a half, they drove aground on an island, the greatest part of the crew got ashore. Sir William Wallace ordered the boats to board her and endeavor to get her off, in which they succeeded. She proved to be the *Raleigh* frigate, belonging to the Congress, mounting 32 guns and having a crew of 250 men. On examination this prize was found so good a ship that she was purchased by the government and added to the Royal Navy by the same name" (vol. IV, p. 380).

In Cooper's "History of the Navy" (ed. of 1853) it is said (p. 94) that "Captain Barry gained credit for his gallantry on this occasion. He escaped to the mainland with a considerable portion of his crew, though not without great suffering. The island on which he first landed is called the Wooden Ball and lies about twenty miles from the mouth of the Penobscot, being the outermost of all the islands and rocks in its immediate vicinity."

"It was called a noble and daring defence of Barry's" [Watson's Annals, p. 298].

This disaster left Captain Barry without a ship.

The loss of the *Raleigh*, though regrettable, did not lessen his reputation as a skillful and sagacious commander nor mar the character he had won for bravery. Indeed, he was at once selected for a most important command at the Southward in an expedition against Florida and though by the turn of events



he did not engage therein, this selection testifies to his standing before the Marine Committee of Congress.

An expedition against East Florida had been projected by Congress. Disaffection had been spreading there. The friends of American Liberty were active; energetic measures were being operated to overthrow British authority. "Patrick Tonym, Captain General, Governor and Commander-in-Chief in and for his Majesty's Province of East Florida, Chancellor and Vice Admiral of the same," as he titled himself in his proclamation of 25th of May, 1778, from St. Augustine, exhorting "British subjects now in a hostile manner threatening to invade this Province to recollect their allegiance to His Majesty and repair to his standard."

He offered ten milled dollars to all who came with arms.

In the projected expedition Congress resolved that Captain John Barry should have command of all the vessels. This is shown from the annexed copy of an autograph manuscript of Charles Thomson, Secretary of Congress, kindly supplied by Hon. John D. Crimmins, of New York.

IN CONGRESS NOVEMBER 10, 1778.

Resolved, That Major General Lincoln be authorized to enlist men into the Continental battalions of the states of South Carolina and Georgia to serve during the continuance of the expedition against East Florida.

That if Major General Lincoln shall be of the opinion that the Continental battalion of the states of South Carolina and Georgia and the continental levy and recruits from the states of Virginia and North Carolina will not be a sufficient force to proceed to the expedition against East Florida, he be authorized to engage a number of volunteers, not exceeding fifteen hundred, to serve during the continuance of the expedition, and that the volunteers so engaged be organized into such corps and commanded by such officers as Major General Lincoln shall approve of.

That Major General Lincoln be authorized to pledge the faith of the United States for granting to the officers and men, whether continental forces, volunteers or militia, who shall accompany

him to East Florida and continue in the service till the castle of St. Augustine is reduced the same proportions of land as is allowed by the resolutions of Congress of 16th Septm 1776; that this bounty shall be extended to the representatives of such officers and soldiers as shall be slain or die during the continuance of the expedition.

The said land to be located in the said province and a preference to be given in the location to the officers and soldiers who shall be entitled as aforesaid.

That the Major generals who shall respectively go on the expedition against East Florida be entitled to a grant of land of three thousand acres and the brigadier generals if any shall go on that service to a grant of two thousand acres in case the province of East Florida shall be reduced.

That the commanding officer of the Southern Department be authorized, if he shall judge it for the good of the service, to supply Col. Marbury's companies of light horse with a number of horses not exceeding two hundred.

That it be recommended to the government of the states of North Carolina, South Carolina and Georgia to give every assistance in their power to Major General Lincoln to enable him to reduce the province of East Florida that the president be directed to inform their excellencies, the governor of the states of Maryland and Virginia that Congress deem it of high importance to the welfare of the United States that every exertion should be made during the course of the winter to reduce the province of East Florida—that from the best information they have received this cannot probably be affected but by a blockade by water and therefore that it be requested of the said governments to direct such of their armed gallies as are fit for the service to be fitted out with all possible despatch and to proceed either in company or otherwise as the governors of Maryland & Virginia shall deem most expedient to Charlestown in South Carolina there to follow such orders as they shall receive from the commander in chief of the department or from the officer appointed by Congress to command the gallies of the respective states employed on this expedition.

That till such time as the gallies shall return to the states

to which they respectively belong they shall be at the expense of the United States: and that the governors of the States of Maryland and Virginia be desired to have sworn appraisement made of the same vessels, their tackle, and apparel to ascertain their value in case of loss.

And, Whereas it is represented that great difficulties have occurred in manning the said gallies and the success of the expedition depends in the most essential manner on their service.

Resolved that the government of the states of Maryland and Virginia be authorized to assure the officers and men, who shall navigate the gallies, that the continental share of all property taken by the said gallies or any of them from the day of their sailing to their return to there respective stations shall be released to the persons capturing the same & divided among the officers and men agreeably to the resolutions of Congress relative to capture.

That the governors of the respective states of Maryland & Virginia be authorized if they judge it expedient to grant a bounty not exceeding forty dollars to every able bodied mariner who shall enter on board any of the said gallies for the space of six months. That the marine committee be directed to use every possible exertion in co-operating with the governors of the states of Maryland and Virginia in the expeditions manning of the gallies to be furnished for their service.

And whereas differences may arise among the officers of the respective states, whose gallies are employed, which if not guarded against might defeat the end of the enterprise.

Resolved, That Capt. John Barry be and is hereby directed to take command of all armed vessels employed on the intended expedition subject to the order of the commander in chief in the Southern Department; and that this commission continue in force till the expiration of the intended invasion of the province of East Florida or till the further order of Congress: that he proceed with the utmost dispatch to the state of Maryland in order to expedite the equipment of the gallies to be

furnished by that state and proceed with them to Charlestown in South Carolina.

Resolved that two hundred pounds in specie (ordered 16 Novem. to be one hundred and fifteen Guineas) be granted to Major General Lincoln to facilitate his procuring intelligence of the enemies strength and design in the province of East Florida & that the board of war be directed to cause this money to be remitted by the first safe opportunity.

Resolved that Major general Lincoln be authorized & directed on his arrival in the province of East Florida to issue a proclamation in the name of these United States signifying to the inhabitants of the said province that as he is not come to destroy but protect the inhabitants in the enjoyment of their rights and property, he will receive under protection of the United States all such persons as shall repair to his Standard, within a time to be limited in the said proclamation & take an oath of abjuration of the allegiance to the king and crown of Great Britian, except such persons as may have been attainted of high treason in any of the said states: and that all such as shall unite with him in the reduction of the said province and embody themselves under such officers as he shall approve of shall be entitled to the same pay and emoluments as the forces engaged in the same service are entitled to: and further that on the subversion of british tyranny in that province & the establishment of a free government, they shall be considered as peculiarly entitled to the confidence of the United States.

That the quarter master general be directed to ship on board the armed Gallies ordered from the state of Maryland to Charles town in South Carolina a quantity not exceeding ten tons of bar iron—

And whereas Congress are of the opinion that it will tend greatly to enure the success of the enterprise if the embargo on rice be continued in force till such time as the vessels destined to, form the blockade by water shall have arrived in the bason of St. Augustine, therefor Resolved that it be recommended to the executive authorities of the states of South Carolina and Georgia to continue in force the embargo on rice till the above

mentioned event shall take place and no longer: provided and it is hereby intended that the said embargo shall not be and continue in force longer than the 31st day of January next.

Extract from the minutes

CHAS. THOMSON Secy

Captain Barry did not object the appointment as Commander of the Naval forces of the projected enterprise. He appears, however, to have required that which was deemed "extraordinary" by the President of Congress, who wrote to General Lincoln

PHILADELPHIA, 24th Nov'r, 1778

Sir:

\* \* \* \* \*

Capt. Barry having made some extraordinary demands on Congress, for allowance of a Table and a Secretary, which the House have not determined upon, is detained here. I believe Capt Barry to be a brave and active seaman, but I am told by Gentlemen of the Marine Committee that the intended service is not pleasing to him, 'tis possible therefore he may wish to avoid it, and besides, you will find old Commanders in the two Southern States who will be much mortified should he actually proceed and take the Command of them, consequences will arise which will be disagreeable to you and which may prove detrimental to the service. I have suggested these sentiments to the Marine Committee, the determination of Congress will probably be known to morrow.

\* \* \* \* \*

I have the honor to be with great regard, Sir your obedient and most hum servt

(signed) HENRY LAURENS,  
President of Congress.

The Honble  
Major Gen. Lincoln  
So. Carolina

Whether it was that his demands were not acceded to or "the intended service was not pleasing to him" or the mortification of Southern Commanders was prevented by the Marine Committee nothing has been heard to enlighten us further than that the expedition did not sail.

The British became aware of the intended invasion of East Florida and so organized a counter movement against General Lincoln. This debarred his proceeding southward and obliged him to defend his occupancy of Charlestown. South Carolina.

On December 26th, Sir Henry Clinton sailed from New York. It was a month later, owing to storms, before he reached Savannah, the base of his operations against General Lincoln.

Thus, the expedition against East Florida, which Congress was forwarding, had to be abandoned and all efforts concentrated upon strengthening the position of General Lincoln.

Thus Captain Barry's "extraordinary demands" or his lack of satisfaction concerning the project or the sensitiveness of the commanders of the Southern naval galleys to have a northern commander assigned to the conduct of the expedition are not historically further involved. Sir Henry Clinton's offensive movement closed all minor consideration for Captain Barry and all others that whether pleasing or not their exertions would not in that direction be required. The President of Congress had, however, informed General Lincoln of the reluctance of Captain Barry to engage in the expedition.



## CHAPTER X.

SPONSOR FOR DAUGHTER OF HIS BROTHER THOMAS.—CONVERSION OF HIS WIFE TO THE CATHOLIC CHURCH.—TAKES COMMAND OF THE PRIVATEER DELAWARE.—RESISTS THE PRESSING OF HIS CREW BY A CONTINENTAL FRIGATE.—CRUISE TO PORT AU PRINCE.—HIS CAPTURES.—THE NEEDS OF THE NAVY.—APPOINTED TO THE “ALLIANCE.”

The loss of the *Raleigh* and the abandonment of the Southern expedition left our brave and active seaman without Continental employ. But he could not be listless nor idle while a opportunity could be found or made for service for the country. He became “a bold privateer” by becoming commander of the letter of marque brig the *Delaware*, owned by Irwin & Co., of Philadelphia. It had been built to replace the schooner of the same name which had been driven on the Jersey shore and set on fire to prevent capture by the British early in the morning November 21st, 1777, when the State's Navy had successfully passed up the Delaware river after the attack on Fort Mifflin.

The *Delaware*, Barry's new command, carried ten guns and forty-five men when commissioned, but later counted twelve guns and sixty men (2d Pa. Ar. 1 p. 366.)

Captain Barry's commission as Commander of the *Delaware* is at the Lenox Branch of the New York Public Library (Em. 1328). It reads:—

## IN CONGRESS.

The Delegates of the United States of *New Hampshire, Massachusetts-Bay, Rhode Island, Connecticut, New York, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia*, To All unto whom these Presents shall come, Send Greeting. . . . .

Know Ye,

That we have granted, and by these Presents do grant license and Authority to *John Barry* Mariner, Commander of the *Brigantine* called the *Delaware* of the Burthen of *two hundred* Tons, or thereabouts, belonging to *Matthew Irwin Thomas Irwin and Company*——mounting *ten* ——Carriage guns and navigated by *forty-five* Men, to fit out and set forth the said *Brigantine* in a warlike manner, and by and with the said *Brigantine* and the Crew thereof, by Force of Arms, to attack, subdue and take all Ships and other Vessels whatsoever carrying Soldiers, Arms, Gunpowder, Ammunition, Provisions, or any other contraband of Goods to any of the British Armies or Ships of War employed against these United States: And also to attack, seize and take all Ships or other Vessels belonging to the Inhabitants of Great-Britain, or to any Subject or Subjects thereof, with their Tackle, Apparel, Furniture and Ladings, on the High Seas, or between high and low-water marks, the Ships or Vessels, together with their Cargoes, belonging to any Inhabitant or Inhabitants of Berinuda, Providence and the Bahama Islands, and such other ships and Vessels bringing Persons with Intent to settle and reside within any of the United States, or bringing Arms, Ammunition, or Warlike Stores to the said States for the Use thereof, which said Ships or Vessels you shall suffer to pass unmolested, the Commanders thereof permitting a peaceable Search, and giving satisfactory Information of the Contents of the Ladings and Destination of the Voyages, only accepted). And the said Ships or Vessels so apprehended as aforesaid, and as Prize taken, to carry into any Port or Harbour within the Dominions of any neutral State willing to admit the same, or into any Port within the said United States, in Order that the Courts there instituted to hear and determine Causes, Civil and Maritime, may proceed in due Form to condemn the said Captures, if they be adjudged lawful Prize, or otherwise, according to the usage in such Cases at the Port or in the State where the same shall be carried. The said *Matthew Irwin & Thos. Irwin* having given bond, with sufficient Sureties, that Nothing be done by the said *John Barry* or any of his Officers, Marines or Company thereof, con-



trary to or inconsistent with the Usage and Customs of Nations, and that he shall not exceed or transgress the Powers and Authorities contained in this Commission. And we will and require all our Officers whatsoever in the Service of the United States to give Succour and Assistance to the said *John Barry* in the Premises. This Commission shall continue in Force until the Congress shall issue Orders to the contrary. Dated at *Philadelphia* the fifteenth Day of *February*, 1779, and in the *third* year of the Independence of the United States of America.

By Congress,

JOHN JAY—President.

Attest CHAS. THOMSON, Secy.

T. MATLACK

SECY. OF THE COUNCIL OF PENNSYLVANIA.

The Register of Baptisms of St. Mary's Church, now at Old St. Joseph's, for the year 1779, show that the day his commission was issued, February 15th, Captain John Barry was sponsor and his wife Sarah, not then being a Catholic, was a witness to the baptism by Father Farmer, of Anna, daughter of Thomas and Anna Barry, who was born the morning of her baptism. On the following, July 21st, Mrs. Barry was baptised. Anna Barry was the sole sponsor. At this time Captain Barry was probably off the coast of Virginia on cruise to the West Indies. On August 19th "Judith, slave of Captain John Barry," an adult, was baptised. "Sponsor Anna, the priest's servant."

In the *Delaware* Barry made two cruises to Port-au Prince. Of his first trip there is no known account; but of his second and of his further career in charge of this vessel and of the *Alliance* we are fortunate in having the account given by John Kessler, clerk to Captain Barry while in command of the *Delaware* and his mate on the *Alliance*. This statement was written for Mrs. Barry to supply information to Mr. Dennie so that he might compile the "Sketch of Commodore Barry" given in the *Portfolio* for July, 1813. Kessler says the *Delaware* sailed from Philadelphia on its second voyage to Port-au-Prince "in the fall of 1779 in company with three other letters-of-marque brigs and one schooner, of which fleet Barry was made Commodore

and for which he arranged signals to be used," and, Kessler adds, "I had to furnish each commander with a copy." He continues "When abreast of Cape Henlopen a sail was discovered, chase was made, and on coming up found to be a British sloop-of-war called the *Harlem*, which was taken with about ninety men without resistance. The officers during the chase (after heaving over all her guns) made their escape in boats. The vessel was sent to Philadelphia, but the crew were landed near Chincoteague and delivered to a military party."

Of this event Captain Barry wrote from Cape May on July 16 to Matthew Irwin, merchant at Philadelphia, one of the owners of the *Delaware*: "The pilot who hands this to you leaves me in a few moments. He can give you every information with the respect to the sailing of the fleet. The commanders in our little squadron are very complaisant and obliging with each other, which you must think is a great satisfaction to me. The old brig behaved as well as usual, but I fear she is too deep, although I send you up in a shallop 64 boards, 30 staves and 40 barrels, which I expect will be delivered to you. I have drawn an order on you for the pilotage, which please accept, and oblige, &c." [From collection of the late Charles Roberts.]

Writing to Matthew and Thomas Irwin from Sinipaxan on July 18, 1779, Barry thus describes his capture of the *Harlem*: "I have the pleasure to inform you that the day we left Cape May we took the sloop of war *Harlem* of 14 four-pounders and 85 men belonging to his Britannic Majesty. The guns and sundry other things they threw overboard without firing a shot. The Captain with about ten men went off in a whale boat, but we have reason to think is since overset carrying sail from us as she disappeared all at once. After taking the prisoners out and putting some of our own people on board we made the best of our way for Cape Henlopen, but the next day the wind being ahead, a fresh breeze and 40 miles southward of the Cape, I thought it more prudent with the advice of the other captains to land the prisoners at Sinipaxan, they being too many in number to be kept on board our little fleet with safety as we have all the reason in the world to think we shall catch more before long.

"After taking up 24 hours of our time in landing them and applying to sundry people to take them into custody, and take them to Philadelphia or some other goal with an offer of an order on you for the payment of the charges, which no doubt will be high, they all refused us and we were under the disagreeable necessity to leave them on shore with the commanding officer of the place, being present when my officers came from the shore.

"The sloop is a fine vessel and has been a cruiser since the enemy took New York, but at present she is much out of tune. Great care ought to be taken of the articles on board as the vessel arrives. I hired two men and gave them orders for which you will please accept and charge the sloop *Harlem* with it. The vessel was in company with the *Rainbow* when our ship was off the Capes" [Roberts' Collection].

"On the remainder of the passage out," Kessler continues, "nothing worthy of our notice occurred. On the passage home a merchant vessel of Liverpool was taken, which was, however, retaken by the noted Guttridge [Goodrich?] and carried into Bermuda."

During the war there often was agitation, if not contest, between the Continental and the State naval forces. The Continental vessels impressed into the service men belonging to the State navy or those bearing letters-of-marque of the Congress. How Captain Barry, once of the Continental, but now a privateer or letter-of-marque force, met the designs of Continental press gangs is thus told by Kessler: "At our arrival in the Delaware the pilot who came on board informed us that the Continental frigate *Confederacy* lay at Chester, and impressed the crews of the merchant vessels going up the river. This information very much alarmed the brig's crew, and many desired to be put ashore. Captain Barry addressed them thus: 'My lads, if you have the spirit of freemen you will not desire to go ashore nor tamely submit against your wills to be taken away, although all the force of all the frigate's boats' crews were to attempt to exercise such a species of tyranny.'" "

"This address satisfied them, and as it implied his consent to their defending themselves, they resolved to do it at all hazard

and for that purpose put themselves under the command and direction of the boatswain and armed themselves with muskets, pistols and boarding pikes, and thus we arrived within hailing distance of the *Confederacy*, when her commanding officer ordered the brig's main topsail to be hove to the mast. Capt. Barry answered that he could not without getting his vessel ashore. The commander of the frigate then ordered that the brig should come to anchor. Capt. Barry gave no answer, but continued on his way beating up with tide and flood and wind ahead when a gun was fired from the frigate and a boat manned left her and came towards us.

"Captain Barry directed that the officers of the boat should be admitted on board, but as to the men with them we might do as we pleased. The boat soon arrived and two officers (armed) jumped on board and on the quarter-deck, ordering the main topsail halyards to be cast off, which was not, however, done. Captain Barry asked whether they were sent to take command of his vessel. The boat's crew were then about entering when we presented ourselves and threatened instant death to all that entered. Their officers thereon, after trying to intimidate our boatswain by presenting their pistols at him, finding it, however, of no avail, they hastily sprang into their boats and left us.

"Another gun was then fired from the frigate, when Captain Barry ordered the guns to be cleared and declared that if but a rope yard was injured by their firing he should give them the whole broadside. The third gun being fired from the frigate, Captain Barry hailed and asked the name of her commander. The answer was: 'Lieut. Gregory.' Captain Barry immediately thereon addressed him thus: 'Lieutenant Gregory, I advise you to desist from firing. This is the brig *Delaware*, belonging to Philadelphia, and my name is John Barry.'

"Nothing further was said or done by Lieutenant Gregory. It was said that Mr. Gregory had once been under the command of Captain Barry and could not but know that he would not be trifled with.

"Thus our whole crew arrived at Philadelphia, but the other vessels of our fleet were obliged to anchor, for by the pressing

of those who did not get on shore they were obliged to remain until assistance was sent to them from Philadelphia. After our arrival Captain Barry left the command of the brig, he having been ordered to take charge of a Continental 74 gun ship then building in the State of New Hampshire. Congress, however, having determined to make a present of said ship to the French nation, Capt. Barry was appointed to command the frigate *Alliance*, then November, 1780, lying at Boston."

The ship presented to the French was the "AMERICA."

The attempt by the commander of the *Confederacy* to impress Barry's men was prevented by his resoluteness. But others were not so successful. So irritating was the frequency of the impressments by the *Confederacy*, Captain Harding commanding, that the Executive Council of Pennsylvania were obliged to take cognizance of his course. On October 21st, 1779, Secretary Matlack notified him that the Council had information of his having impressed a number of men belonging to Pennsylvania and among them many married men and landsmen. "The same day President Reed of Pennsylvania sent complaint to Congress. [Pa. Ar. vii, p. 761.]

The *Confederacy* was captured by the British, April 14, 1780.

Kessler further relates in his "Brief Autobiography" [Ms.] "In the passages to Port-au-Prince and back two vessels were captured and I received my prize money by the special orders of Captain Barry in the threefold capacity of clerk, steward and captain of marines. On our return Captain Barry left the brig and James Collins, the first lieutenant, obtained command and with whom I remained and went a voyage to St. Eustatia and from thence to Port-au-Prince and back to Philadelphia after which we again sailed for Port-au-Prince but on the passage we were captured by three British frigates, the *Phoenix*, *Pomona* and *Lowstoft* and on the 15th of July, 1780, we were landed and put in prison at Kingston, in Jamaica.

Our captain having a brother living at Kingston and owning a small vessel, a plan for escaping was projected and which the Captain, myself and about fifteen of our crew effected on the 2d of September, and after meeting with many disasters on 27th September arrived at Port-au-Prince when every one had to

shift for himself, I got on board a letter-of-marque ship of 20 guns bound for Salem in Massachusetts and worked for my passage. On November 11, we arrived at Salem, where I was landed an utter stranger, penniless and wretchedly clad, having left most of my clothing in the prison. Fortunately hearing that Captain Barry was at Boston in command of the frigate *Alliance* of 36 guns, I proceeded there and presented myself to him. My shabby appearance did not hinder his instantly knowing me. He was glad at seeing me and invited me to go with him in the frigate as midshipman, which I finally agreed to do, although I was anxious to see my friends. On the 28th of November I was entered an acting midshipman and liberally furnished by Captain Barry to enable me to appear in my station on board."

Not all of the biographical material supplied by John Kessler to Mrs. Barry was used in the *Portfolio* sketch. His "ROUGH STATEMENT OF WHAT I FURNISHED AT REQUEST OF MRS. BARRY TO ENABLE THE EDITOR OF THE PORT-FOLIO TO THE BETTER SKETCH OUT THE LIFE OF COMMODORE BARRY," contains much more information than appears there, and is now drawn freely from his original manuscript, of which he tells the Commodore's widow: "The foregoing contains all the occurrences on board the *Alliance* which my memory, assisted by my journal, enabled me to recollect. It will be found very minute and containing much that will not perhaps form part of the contemplated publication respecting Captain Barry." He guessed aright. Accordingly, it has remained until now to give the full record as he made it. The original is in possession of Brig. Gen. Harry C. Kessler, of Butte, Montana, a grandson of John Kessler. Its existence was first made known in our time at a meeting of the Sons of the Revolution in Minnesota by W. H. Grant, Esq., Registrar and Historian of the Order.

It is not uninteresting to note that while Barry cruised in command of the *Delaware* his fellow Philadelphia Catholics, Capt. Michael Lawler, of *The Holker*, and his successor, Capt. Roger Kean, as well as also Capt. John Rossiter, were doing good service in capturing British supply vessels and bringing

them to Philadelphia. An examination of *The Pennsylvania Packet* and other papers will show this.

Capt. Kean died November 17th, 1801, aged 45 years and 9 months. His widow Jane lived until March 14th, 1844, aged 81. Both are buried within a few feet of the tomb of Captain Barry in St. Mary's Cemetery.

Captain Barry was in Philadelphia in the latter part of December, 1779, when Captain Thomas Thompson, at Portsmouth, N. H., wrote to him on December 12th, as follows:

"I had formerly flattered myself that my poor abilities would one day or other be found useful in assisting to form and guide the gradual rising naval machine of these United States; but that thought must now perish, being blasted in the bud by the contaminating breath of public scandal and ignorant judges. But I will still hope and expect justice from the Grand Council of the United States; but there, alas my Friend!, judgment is wanting in such intricate cases as these, where points of seamanship and naval discipline is the facts to be disputed. A want of such knowledge in my opinion evidently appears in some late proceedings of the Marine Committee. They have sanctified an illegal Court martial, held contrary to the Resolves of Congress. They have destroyed in that instance every principle of discipline and command, and justified a man that acted in every respect contrary to the established rules of war. . . . I have only to say that Congress have it in their power to do me present justice and command my future services in any way they may think me most useful to promote the public good. But would have it understood that nothing could be so much to my wish as an appointment to command a ship, and to be ordered where I might have an opportunity to vindicate my reputation in some severe action. But as there is no ship at present I will lay that thing aside and would if called upon accept any other duty (reserving my commission and rank) that I might be qualified to command a ship when opportunity should offer. On these and no other terms would I accept in any appointment on shore.

These things I consider mere chimerical: I have very little hope of seeing the naval department conducted in a right

channel until it is governed by men well acquainted in all its various branches, viz: order, system, method, rules of discipline of officers in every department, in short they ought to be men capable of judging at a single view of any defects in the whole naval machine, from the lay of the keel to the top mast head and from the rowing of a boat to the management of a fleet in an engagement at sea. Men of this description endowed with firmness of mind and unshaken integrity would soon establish a very respectable navy in these States, if they were properly supported with funds to carry it on, &c." [Ms.]





## CHAPTER XI.

ADMINISTRATOR OF ESTATE OF CAPTAIN PATRICK BARRY.—  
 WASHINGTON GIVEN DIRECTION OF THE FRIGATES.—BARRY  
 APPOINTED TO THE "AMERICA."—IT IS PRESENTED TO  
 FRANCE.—HE IS GIVEN THE "ALLIANCE," THE BEST  
 VESSEL OF THE REVOLUTIONARY NAVY.

Captain Patrick Barry, a relative, it is believed, of Captain John Barry, died, prior to April 4th, 1780. On that day letters of administration were granted to Captain John Barry. Isaac Austin, his brother-in-law and Gustavus Risberg were sureties. An inventory was required to be made by May 4th, and a full account before the fourth of April, 1781. [Adm. Book, 1, p. 28 No. 17.] In the *Pennsylvania Packet* May 30th, 1780, this notice appears:

"All persons indebted to the estate of Capt. Patrick Barry deceased, are requested to make immediate payment and all those that have any demands upon said Estate are desired to bring in their accounts properly attested."

May 24th.

JOHN BARRY, Administrator.

No inventory or other record of administration appears. Nor is there evidence that Captain Patrick Barry had a wife or child though on October 10th, 1772, a marriage license was issued to Patrick [not John as stated on page 21.] Barry and Mary Farrell. The baptismal register of St. Mary's shows that on July 2d. 1775, Eleanor daughter of Patrick and Mary Barry born June 30th, was baptised. John and Elizabeth Carrell [Carrell] being sponsors. The great probability of this being the daughter of Captain Patrick Barry is supported by the names of the sponsors who were Catholics in a social position justifying association with Captain John Barry.

Congress placed all the frigates under the command of General Washington, as appears from his Letter to the Admiralty Board herewith given from the original now among the Papers of Congress at State Department at Washington.



THE FRIGATE "ALLIANCE"



HEADQUARTERS.

6th Aug 1780

GENTLEMEN:

By a late resolution of Congress the Continental Frigates are put under my orders, but this seems not to be till after they have joined the Chevalier Du Fernay. This at present seems improbable, and I therefore request to be informed whether I am expected to take any direction in the matter previous to the juncture before proposed or not—that I may govern myself accordingly. The Minister of France has proposed to me the employing one or more of the Frigates in cruising off to fall in with the second division, by which at the same time they would be of service to our Trade. I should think it would be very useful way of employing them at this juncture, but as I do not conceive the Frigates to be yet under my direction I have referred him to Congress or your Board.

I have the honor

GEO. WASHINGTON.

To the

Honble

The Board of Admiralty

At this period of the revolutionary struggle the condition of affairs was truly distressing and indeed, alarming. The people were tired of the War. The Continental money was really valueless. The credit of Congress was gone. Patriotic citizens were concerned lest, after all their sacrifices, liberty would be lost and Independence destroyed. Citizens of Philadelphia met early in June and subscribed handsomely to stimulate recruiting for Washington's army then at Morristown, New Jersey. Charleston had surrendered to the British. The spirit of the Patriots were aroused, not depressed. Enlarged contributions were made to establish a Bank to furnish supplies to the army. This institution sustained the army until Independence was acknowledged by Great Britain and thus its purposes secured.

While records have not been secured showing the whereabouts or actions of Captain John Barry during the Summer of 1780

one may be sure that his activity and zeal were in that most trying crisis being given in some form to his country.

Kessler says Barry was ordered to take charge of a vessel building in New Hampshire which was later presented to the French.

The ship *America*, built at Portsmouth, N. H., was so presented, but no verification nor disproof of Kessler's statement has been discovered, although diligent sought for. No records of the Navy Department nor of the Portsmouth Navy Yard or other possible sources show anything relative to the *America* during the Summer of 1780. It is probable, however, that the ship was not under way at that time, for on July 28th, 1781, John Paul Jones wrote Thomas McKean, President of the United States in Congress, assembled, asking that certain accounts be paid him to enable him "to proceed to New Hampshire to testify by my conduct the very grateful sense I have of the high honour Congress have conferred on me by my late appointment."

He had been unanimously appointed to the command of the *America*. He went to superintend the building of that ship. After attending to it for fourteen months and out of his own pocket paying a guard to protect her for part of that time and seeing her completed and hearing her pronounced one of the finest ships that ever was built she was taken from him and given to the King of France to replace the *Magnifique*, lost at Boston. [His. Record, vol. i, p. 327].

The *America* was presented September 2d, 1782, almost two years after Captain Barry had been given the *Alliance*.

Barry may have been "ordered" there, as Kessler says, but it is probable, however, the order was revoked and Barry's friend Captain John Paul Jones sent later, as circumstances had changed in the meantime by the arrival of the *Alliance* at Boston, under the command of Captain Pierre Landais, in June, 1780. Landais was dismissed the service. Capt. John Barry in November was given command.

The *Alliance* was so named in honor of the treaty of alliance concluded with France in February, 1778. She was launched in the spring of that year. As a compliment to the French it

was deemed proper to appoint a Frenchman as her Captain. Pierre Landais was chosen. She sailed from Boston for France in January, 1779.

John Adams, writing in 1813, to J. B. Varnum, [*Works*, Vol. 2 25] says: That in June, 1779, he dined with Monsieur Thevenard, intendant of the navy at L'Orient, one of the most experienced, best read and most scientific commanders in Europe. That esteemed officer said to me . . . . .

"The frigate in which you came here," said Mr. Thevenard (the *Alliance*, Captain Landais), "is equal to any in Europe. I have examined her, and I assure you there is not in the King's Service, nor in the English navy a frigate more perfect and complete in materials or workmanship."

"It gives me great pleasure Sir, to hear your opinion. I know we had or might have had materials but I had not flattered myself that we had artists, equal to those in Europe.

Mr. Thevenard repeated with emphasis, "you may depend upon it there is not in Europe a more perfect piece of naval architecture than your *Alliance*, and indeed several other of your frigates, that have already arrived here and in other parts of France."

Such was the vessel, none "more perfect and complete" in the navies of America, France or England, that Captain John Barry was now given command of.

It may here, not improperly be remarked, that, when, in November, 1780, Captain Barry was assigned to the *Alliance* and thus under the direction of General Washington, that Arnold's treason agitated the country and made even Washington so distrustful as to exclaim "Whom can we trust now?"

Barry's appointment came to him—an Irish Catholic—after Arnold, in his address to the soldiers of the American army, had on October 7th, 1780, declared:

"I preferred the proposals of peace from Great Britain, thinking it infinitely wiser and safer to cast my confidence, upon her justice and generosity, than to trust a Monarchy too feeble to establish your Independence, so perilous to her distant dominions; the enemy of the Protestant faith, and fraudulently avowing an affection for the liberties of mankind

while holding her native sons in vassalage and chains." [*Pa. Packet*, Oct. 17th, 1780.]

Washington and the Congress of the Continent could trust the Irish Catholic John Barry.

France, "the enemy of the Protestant Faith!"

The best ship of the Congress—*The Alliance*—by her name carrying the proof of the unity of America and France and Captain John Barry an Irish Catholic in Command! That was America's answer to the Traitor, the Native born Arnold, who but a year before had, in Barry's own city, Philadelphia—to appeal to Congress and then to the Executive of Pennsylvania for protection from the populace. Even then he had incurred public odium [*Shippen Papers*]. France, "the Country in which the Roman Catholic faith is professed," gave "important assistance to establish the Independence of the Country" declared President Washington, in his reply to the Address of the Roman Catholics."

Could he have had in mind John Barry as the representative of the Roman Catholics whose "fellow citizens will not forget the patriotic part they took in the accomplishment of their Revolution and the Establishment of their Government."

The American Revolution began with a fierce anti-Catholic spirit evoked by the Quebec Bill.

The Establishment of the Independence of the country was owing to the "important assistance received from a Nation in which the Roman Catholic faith is professed," declared Washington, the Commander of the armed forces of the Colonies. In its earliest power it had been moved with an almost demoniac spirit against "Popery." All feared its imposition on the British Colonies by the armed Catholic Canadians becoming "fit instruments," as the Declaration of Independence states it, for imposing Slavery on the Protestant Colonies.

Captain Landais, whom Captain Barry succeeded in command, was a Catholic, but became a pervert during the Revolution. Later in life he returned to the Church and died on Long Island, New York, in 1818. In the old cemetery of St. Patrick's Church, in that city a monument was erected with this inscription in French: "To the memory of Pierre de Lan-

dais, formerly rear Admiral in the service of the United States, who disappeared in June, 1818, aged 87."

In *The Talisman* for 1829, it is related that one who served under Landais declared that it "was not through any defect of bravery, but merely from his desire to approach the enemy scientifically by bearing down upon the hypotenuse of the precise right-angled triangle prescribed in the thirty-seventh manœuvre of his old text-book."

The *Alliance* was the favorite ship of the Navy and Nation during the Revolution. She was a beautiful and exceedingly fast ship.

The pride of the Americans in this vessel is expressed in

LINES ON THE NEW AMERICAN FRIGATE ALLIANCE.

BY PHILLIP FRENEAU, THE POET OF THE REVOLUTION.

As Neptune traced the azure main,  
That own'd so late proud Britain's reign,  
A floating pile approached his car,—  
The scene of terror and of war.  
As nearer still the monarch drew  
(Her starry flag display'd to view),  
He ask'd a Triton of his train,  
"What flag was this that rode the main?  
"A ship of such a gallant mien  
This many a day I have not seen:  
To no mean power can she belong,  
So swift, so warlike, stout and strong.  
"See how she mounts the foaming wave,  
Where other ships would find a grave:  
Majestic, awful, and serene,  
She walks the ocean like its queen."  
"Great monarch of the hoary deep,  
Whose trident awes the waves to sleep,"  
Replied a Triton of his train,  
"This ship that stems the Western main  
"To those new, rising States belongs,  
Who, in resentment of their wrongs,  
Oppose proud Britain's tyrant sway,  
And combat her by land and sea.  
"This pile, of such superior fame,  
From their strict union takes her name;  
For them she cleaves the briny tide,  
While terror marches by her side.



"When she unfurls her flowing sails,  
 Undaunted by the fiercest gales,  
 In dreadful pomp she ploughs the main,  
 While adverse tempests rage in vain.  
 "When she displays her gloomy tier,  
 The boldest Britons freeze with fear,  
 And, owning her superior might,  
 Seek their best safety in their flight.  
 "But when she pours the dreadful blaze,  
 And thunder from her cannon plays,  
 The bursting flash that wings the ball  
 Compels those foes to strike or fall.  
 "Though she, with her triumphant train  
 Might fill with awe the British main,  
 Yet, filial to the land that bore,  
 She stays to guard her native shore.  
 "Though she might make their cruisers groan  
 That sail beneath the torrid zone,  
 She kindly lends a nearer aid,  
 Annoys them here, and guards the trade.  
 "Now traversing the Eastern main,  
 She greets the shores of France and Spain:  
 Her gallant flag display'd to view,  
 Invites the Old World to the New.  
 "This task achieved, behold her go  
 To seas congeal'd with ice and snow,  
 To either tropic, and the line,  
 Where suns with endless fervor shine.  
 "Not, Argo, in thy womb was found  
 Such hearts of brass as here abound:  
 They for their golden fleece did fly,  
 These sail to vanquish tyranny."

Watson's annals of Philadelphia (11, p. 383) says of this ship:

"She was the only one of our first navy, of the class of frigates  
 which was so successful as to escape capture or destruction  
 during the war. In the year 1781, she and the *Dean* frigate  
 were the only two of our former frigates then left to our service.  
 She was in many engagements and always victorious—she  
 was a fortunate ship—was a remarkably fast sailer—could  
 always chose her combat—she could either fight or run away—  
 always beating her adversary by fight or flight.

Twice she bore the fortunes of Lafayette across the ocean.

Once when she was at the West Indies, she was pursued all day by one of the fastest 74's in the British navy and from which she escaped by changing her trim. The widow of Commodore Barry remembering with what esteem her husband regarded this ship had a tea-caddy made out of her wood as a memento. Such a vessel deserves some commemoration and some memorial to revive her fame. She led those naval heroes of the infant navy."

Such was THE ALLIANCE under Captain John Barry.



## CHAPTER XII.

THE "ALLIANCE" TAKES COL. JOHN LAURENS TO FRANCE ON AN  
IMPORTANT MISSION.—BARRY MAKES A CAPTURE  
AND RELEASES A VENETIAN SHIP  
FROM BRITISH CAPTIVITY.—  
ARRIVES IN FRANCE.

The selection of Captain John Barry as Commander of *The Alliance*, foremost ship of the new Republic, is a most conspicuous and honorable testimonial to his merit, abilities and services.

*The Alliance* was most fittingly selected to convey Colonel John Laurens to France as a special commissioner at that "infinitely critical posture of our affairs," as Washington wrote Franklin. Colonel Laurens had had an interview with Washington on the subject of his mission. On the result of their conference "on the present state of affairs" the commander-in-chief wrote from New London on February 15, 1781, to prepare him for the course he was to pursue in France. The letter was given to the Comte de Vergennes, and is now in the French archives. Washington stated the object of Lauren's mission to be: first, "the absolute necessity of an immediate, ample and efficacious succor in money, large enough to be a foundation for substantial arrangement of finance, to revive public credit and give vigor to future operations." As our concern is with the chief officer of the Revolutionary force on sea, Washington's words concerning the navy may appropriately be introduced in relating the career of the commander of the ship which carried his message to France.

On the importance of the Navy, Washington wrote that "next to a loan of money a constant naval superiority on these coasts is the object most interesting. This would instantly reduce the enemy to a difficult defensive and, by removing all prospect of extending their acquisitions, would take away the motives for prosecuting the war. Indeed, it is not to be con-

ceived that they could subsist a large force in this country, if we had the command of the sea, to interrupt the regular transmission of supplies from Europe. This superiority (with an aid in money) would enable us to convert the war into a vigorous offensive.

. . . With respect to us it seems to be one of two deciding points; and it appears, too, to be the interest of our allies, abstracted from the immediate benefits to this country, to transfer the naval war to America. The number of ports friendly to them, hostile to the British, the materials for repairing their disabled ships, the extensive supplies towards the subsistence of their fleet, are circumstances which would give them a palpable advantage in the contest of the seas"(Ford's "Writings of Washington," Vol. IX, p. 107). That the importance which Washington attached to a large fleet was not overestimated, we may judge by observing the force in men of the British Navy during the contest: In 1776, 28,000; 1777, 45,000; 1778, 60,000; 1779, 70,000 1780, 85,000; 1781, 90,000; 1782, 100,000; 1783, 110,000 (Robinson's British Fleet, p. 432).

While the *Alliance* was waiting at Boston a memorandum, signed by William Vernon and J. Warren on behalf of the Government, was given to Barry, which reads: "Received of Captain John Barry £1438, 9, 4 in bills of credit of the old emission, the balance of his old account with the Navy Board as per settlement 9th February, 1781, appears." (collection of the late Charles Roberts.)

The *Alliance* was delayed from sailing on account of the shortness of the crew and the inability to procure a number justifying departure. The Massachusetts State authorities had to be called on to aid in the filling up. So Colonel Laurens wrote General Benjamin Lincoln.

. . . BOSTON, 2d Feby, 1781.

The absolute failure of all other resources for completing the deficiency of the *Alliance* crew, reduces me to the necessity of applying to you for authority to engage such of the recruits of this State as may be qualified for the marine service. The inclosed return from Capt Barry will shew you that the number

wanting is but small—I am persuaded that you will think that the men cannot anywhere be so advantageously employed, when I inform you that Congress ground their hopes of a vigorous continuance or an honorable termination of the War, upon the success of my mission and that there is no other obstacle to the instant dispatch which the exigency demands than the want of the men above mentioned.

The eagerness with which you always pursue the general interests leaves me no doubt of your ready concurrence in the measure proposed and gives me confidence in soliciting your counsels and influence with respect to any auxiliary mode that may be used on this important occasion.

I have the honor to be with the greatest respect.

(So. Car. His. Mag v. ii, No. I p. 29).

Among those "qualified for the marine service" who engaged to join the crew of *The Alliance* and so aid in her early departure on her important mission was one whose name by the annexed certificate, indicates that he was of Captain Barry's race and creed.

Boston, 20th Dec., 1781. Received on the *Alliance* Patrick Sheridan an enlisted Soldier for the Town of Boston who had General Lincoln's leave to go to France last Spring.

In behalf of Major Pettingill,

DENNIS PARKER,

Ensign for 8th Mass. Reg't.

[COL. CAPTAIN BARNES.]

James Jarvis, of Boston, writing under date of February 5th, 1781, to his friends, said: "By this conveyance, namely, the *Alliance* frigate, Capt. John Barry, goes Col. Lawrence, son of Mr. H. Lawrence, who is in a public character and sent expressly, it is said, with necessary powers for negotiating a loan and to demand of France, in the most peremptory manner, their becoming guarantee. [De Neuville Papers.]

Concerning the incidents of this voyage, Kessler's *Narrative* relates:

"On the 11th of February, 1781, we sailed from Boston with despatches from Congress and to convey the younger Col.

[John] Laurens to France. We had also other passengers, among whom was Thomas Paine. On the passage we captured a British privateer schooner."

Conway's *Life of Paine*, Vol. I, says, that Paine accompanied Laurens intending to go to England "under cover of an Englishman who had made a tour of America *incog.* and would there so manage his knowledge as to produce a more general disposition for peace." Paine, however, did not go to England. In his Claim, presented to Congress in 1809, he declared that Laurens did not wish the commission to go to France but had told Paine that he would go if Paine would accompany him so as to be of assistance to him in the consideration of political questions in which Laurens acknowledged he was not versed. Paine acceded. He claimed he had received no compensation for these services. [State Papers, Claims, p. 357.] The committee reported adversely on his claim.

The other passengers on the *Alliance* were Major Jackson and the Comte de Noailles, brother-in-law of Lafayette.

The schooner captured was *The Alert*, of 12 guns, which was taken to L'Orient.

*The Alert*, probably, was the British cruiser which, under Capt. John Beazley, had captured Captain Barry's first command—the *Lexington*—when under command of Captain Henry Johnson, on September 10th, 1777, which Barry captured in the Delaware Bay, in March, 1778, which the British recaptured a few days later, and which, on September 17th, 1778, captured the American cruiser *Lafayette*. If so, Captain Barry's gratification must have been great.

Col. Lauren's father was at this time a prisoner in England. He had been taken while on the way to France where he had been sent by Congress. It was important, therefore, that the son should not join his father in captivity. Thus, the responsibility of Captain Barry was the greater and his skill and acuteness more essential. He was, however, equal to this emergency, as in all others which had come to him.

Kessler does not mention that the *Alert*, when captured on March 4th, had possession of a Venetian ship which Barry released out of "respect for the laws of nations and the rights

of neutrality." The account of this action of Captain Barry is given by Col. Laurens, who reporting to Congress from L'Orient, 11th March, 1781, notified that the *Alliance* had arrived there on the 9th. He reported:

"In our voyage we captured a British privateer in company with a Venetian ship, of which he had made a prize contrary to the Laws of nations—this appeared to me a happy opportunity of manifesting the determination of Congress to maintain the rights of neutral powers as far as depended on them—After a short consultation Captain Barry and his officers very readily acceded to the Liberation of the Venetian and the complete Restoration of the cargo and property, which were very valuable. The Captain was accordingly left at Liberty to pursue his voyage and the privateer was brought into port."

Copies of Certificates given the Captain of the Venetian ship were: "The Underwritten Special Minister from the United States of North America in Congress assembled to the Court of Versailles certifies that the bearer Capt Tomaso Lombardo, Commander of the Venetian ship called ye Buono Compagnia had been, contrary to the rights of Nations, seized and detained by Francis Russell a British privateer of Glasgow, when the said frigate by capturing the privateer had an opportunity of liberating Capt Tomaso Lombardo with his ship and Crew, and asserting the rights of neutral powers which the Congress from a sense of justice and respect to the rights of Humanity are ever anxious to maintain."

*On board the American frigate Alliance, at sea, March 4, 1781.*

This will certify All those whom it may concern that John Barry, Esq., Commander of the American frigate *Alliance*, has released, from captivity, Capitano Tomaso Lombardo, Commander of a Venetian Ship called *La Buonia Compagnia*, who, contrary to the Laws of Nations and every principle of justice, had been seized by a British Corsair called the *Alert* from Glasgow in North Britain Francis Russell Commander, by whom the Venetian crew were put in irons and otherwise cruelly treated."

Captain Barry restores Captain Tomaso Lombardo to the command of his ship and the Venetians their freedom from a

wish to preserve inviolate the laws of Nations and Neutrality as acceded to by the Congress of the United States of North America. (So Car His Gen Mag VI, p. 25-6.)

This action of Barry's was brought to the attention of Congress. On June 26, 1781, that body "resolved that the Board of Admiralty inform John Barry, Esq., commander of the frigate *Alliance*, that Congress approve his conduct in releasing the ship belonging to the subjects of the Republic of Venice retaken by him from a British privateer on 4th of March last, it being the determination always to pay the utmost respect to the rights of neutral commerce."

Franklin, writing to Thomas McKean, President of Congress, from Paris, November 5th, 1781, said: "The Ambassador of Venice told me that he was charged by the Senate to express to me their grateful sense of the friendly behaviour of Capt. Barry, Commander of the *Alliance*, in rescuing one of the Ships of their state from an English privateer and setting her at Liberty and he requested me to communicate this acknowledgment to Congress."





## CHAPTER XIII.

SUCCESS OF LAURENS' MISSION.—BARRY CONVOYS THE "LAFAYETTE" LADEN WITH SUPPLIES.—MUTINY ON THE "ALLIANCE."  
CAPTURES THE "MARS" AND "MINERVA," THE "ATALANTA"  
AND "TREPASSY" SHIPS OF WAR AND SEVERAL MERCHANT VESSELS.—IS WOUNDED.—"IF THE SHIP  
CANNOT BE FOUGHT WITHOUT ME I WILL  
BE BROUGHT ON DECK."—ARRIVES  
AT BOSTON.

"On March 10th, 1781, we arrived at L'Orient," says Kessler, "without anything worth noting except Paine's duel with the French officer," Comte de Noailles, "and the taking of a privateer schooner of twelve guns belonging to Bristol, in England, and which schooner accompanied us to L'Orient where the crew were put in prison."

The *Alliance* had carried Col. Laurens to France to hasten on the aid now greatly needed by Washington. Franklin had on February 13th, 1781, written Comte Vergennes:

"The Marquis de Lafayette writes to me, that it is impossible to conceive, without seeing it, the distress which the troops have suffered for want of clothing, and the following is a paragraph of a letter from General Washington, which I ought not to keep back from your Excellency, viz. "I doubt not that you are so fully informed by Congress of our political and military State, that it would be superfluous to trouble you with anything relative to either. If I were to speak on topics of the kind, it would be to show that our present position makes one of two things essential to us; a peace, or the most vigorous aid of our allies, particularly in the article of *money*. Of their disposition to serve us, we cannot doubt; their generosity will do everything which their means will permit."

For effectual friendship, and for the aid so necessary in the present conjuncture, we can rely on France alone, and in the continuance of the King's goodness towards us."

Laurens succeeded in getting a gift of six millions from the King. Paine, in the *Resolve* sailed for Brest, June 1st, with 2,500,000 livres in silver and in a convoy ship laden with clothing and military stores. They arrived at Boston, August 25th, 1781.

It was this money that moved Washington's army from near New York to Yorktown, Virginia, as the army refused to move unless paid one month's pay in specie. Supplies were not available unless paid for, so low was the credit of Congress until Robert Morris took charge of the finances.

The money obtained by Laurens and brought over by the *Resolute* amounted to half a million "hard money." Part of this French money was used to pay France overdue loans. That was our Country's method of paying debts due to France.

The remainder was brought to Philadelphia by Tenth Francis, who had been sent to Boston by Robert Morris, Superintendent of Finance, for that purpose. He obtained the money from John Hancock, who had it in control.

To bring it to Philadelphia and to pass New York, then in British possession, sixteen ox-carts were required. The bodies of the carts were taken off and great oak chests containing smaller ones were strapped with iron and welded to the axles, so that it was "impossible to open or take them off" until they arrived in Philadelphia as Morris directed.

Part of this money started the Bank of North America, which opened early in 1782, to furnish supplies to the army. [Morris Papers].

Let us return to Captain Barry

On March 23, Captain Barry, preparing to return to America, issued the following order to Captain Gallathea, the commander of the letters-of marque vessel, *Marquis de Lafayette*:

"SIR: I am inform'd by Messrs. Goulade & Moylan that your ship is loaded with Stores for the Hon'bles the Continental Congress. In Consequence of which I do hereby give you a Paragraph of my Orders from the Hon'ble the Admiralty of the United States whose particular Orders I am under. Viz.t. 'We would not have you lay Longer in France than a Month or Six Weeks, in which time we Conceive the Articles

we have Generally Mentioned may be Procured & Ship'd in that time in other Bottoms—You in that case take such Vessels under your Convoy to this place,' meaning the Delaware. In Consequence of which I do hereby order you to get Your Ship ready for Sea Immediately & to proceed under my Convoy to the before mentioned place."

On March 28th, 1781 Gourlade & Moylan, Agents of the United States, wrote Col. John Laurens respecting the disbursements of the *Alliance* while at L'Orient.

honored Sir

We beg leave to enclose you copy of the frigate *Alliance* disbursements here, amtg to £39,080.7s 9d tournoir, exclusive of some articles furnished the Kings officer here, wch you will see their Cost is not yet ascertained and wch are hereafter to be accounted for, as well as the amount of fresh Beef wch Cap: Barry ordered to be taken up at port Louis where, the vessel has lain for some time past. we request you will point out to us the manner in wch we are to procure our reimbursement. the wind has blown exindingly hard since yesterday, on wch account the Polote would not undertake to carry either the alliance or ship marquis de La Fayette to Sea. if it continues favourable & that it shoud be more moderate to morrow, they will cast sail. you will find two letters from cap: Barry inclosed to wch we beg leave to refer for further particulars and that you will believe With the utmost respect

Honord Sir

Your most obedient &

Most humble Servtts

GOURLADE & MOYLAN.

The honorable

JOHN LAURENS Esq &c &c

[So Car His Mag VI 34.]

Estimet of quantity of Clothing & Other Public stores shipped on board the Marquis de la Fayette Capt Galathea & dispatched from L'Orient 2d March, 1781 is given on page 35 of the Magazine.

"On March 29th the *Alliance* left L'Orient for America in company with the French letter-of-marque ship Marquis de

*Lafayette* a large ship loaded with clothing for and on account of the United States," records Kessler:

"On March 30th," relates Kessler, "An Indian one of the forecastle men gave Captain Barry information of a combination among the crew for the purpose of taking the ship, and pointing out three who had strove to prevail on him to be concerned therein. The three men were immediately put in irons, and all the officers, with such of the crew as could be confided in, were armed and required to remain all night on deck. On the next morning all hands were called and placed on the forecastle, booms and gangways, excepting the officers and such part of the crew in whom Captain Barry confided, who, armed, strongly guarded the quarter-deck, the steerage and the main deck to keep the remainder of the crew together on the forecastle and boom. The three designated men were brought out of their irons on the quarter-deck, and being stripped and hoisted by the thumbs to the mizzen stay, underwent a very severe whipping before either would make any confession. The names of 25 of their accomplices were obtained from them before the whipping was discontinued. As their accomplices were disclosed, they were called to the quarter-deck, stripped and tied to the ridge-rope of the netting and the whipping continued until it was thought all were disclosed that could possibly be obtained, which proved to be. That it was intended to take the ship on her passage out by killing all the officers in the middle of watch of the night except the second Lieutenant, P.Fletcher, who was to navigate her to some port in Ireland, or on failure to be destroyed. A quartermaster, one of the mutineers, was to have command. They had all been bound by an oath on the Bible, administered by the Captain's assistant cabin steward, and had also signed their names in a round robin so-called but that they found no good opportunity on the outward passage and intended to accomplish the taking of the ship as aforesaid immediately on leaving France. But on coming out of L'Orient we lost a man overboard who was one of the chief ring-leaders, and they considering that as a bad omen threw the round robin overboard and relinquished their designs. The three principals were placed securely in irons and the remain-

der, after being admonished by Captain Barry, and on their solemn declaration to conduct themselves well, were permitted to return to ship's duty."

On April 16th, 1781, at L'Orient, Samuel Cooper, Purser of the *Alliance*, signed acknowledgement of having received from Gourlade and Myland [Moylan] stores to the amount of £4648 and from October 4th to February 3d, 1781, to have received £50, 16s. 13d. [Barnes 943].

Respecting the mutiny the log of the *Alliance*, now in possession of Mrs. W. Horace Hepburn, of Philadelphia, a grand niece of Captain Barry, records:

"Sunday, March 31, 1781. At 5 P. M. put Cullen in irons for mutiny. At 11 found out a number more that was concerned in the mutiny. The names of those that were punished: Thos. Stokes, P. Shelden, Hugh Mallady, George Green, John Chalford (?), John McDaniel, Wm. McElhaney, John Downey, Jas. Martin, Walter Crooker, William Vanderpole. Latitude 45.58."

Kessler relates that "on April 2nd, 1781, two brigs gave us chase and were permitted to come up. One ran close on board of us and without any hail fired the whole broadside at us and immediately every one run off her deck. We had commenced firing, but on discovering their retreat, the firing ceased and we boarded them. She proved to be a brig with flush deck and 20 twelve pounders, two six pounders and 14 cannonades with 112 men, called the *Mars* and belonging to the *Guernsey*. The crew were taken aboard the *Alliance* and all put in irons without distinction. Captain Barry considering them as not meriting other treatment in consequence of their firing on us with no intention of bravely fighting. The other brig was a Jersey, called the *Minerva*, of 10 guns and 55 men. She was taken possession of and manned by the *Marquis de Lafayette*, our consort. Soon after in a gale of wind we parted with our consort and the prizes."

The *Mars* had on February 3 of this year been captured from the Americans at St. Eustatia and added to the British Navy (Beaston's "Memoirs," Vol. V, p. 166).

These two captures are thus recorded in the log of the *Alliance* under date of April 2, 1781:

At 7 A. M. saw two sail bearing N. W. Made all the sails we could and gave chase. They stood for us. At 10 passed us to the leeward and gave us a broadside each and we returned double fold. One brig struck and hove to. She proved to be the *Mars* of twenty twelves and two sixes and twelve four pounders and 111 men. The other run to the eastward. We fired a number of bow chasers at her. She hove to at 11 o'clock and proved to be the *Minerva*, John Lecoster, commander, mounting eight four-pounders and 55 men. John Privo commanded the first brig. Their shot did us considerable damage. Cut away one of our M shrouds and all M T M back stay, two fore shrouds, M T M stay and together with several other ropes shot through our fore sail in several other places. M T M S S Mizen S sail, F T sail, F T sail M T sail M T. Sent Mr. Fletcher and 14 men on board the largest brig including Mr. Brown master mate. A twelve pound shot went through our F T M steering sail, boom and lodged in our fore yard, which damaged it very much."

May 2, 1781, Captured a brig," continues Kessler, "and snow loaded with sugar from Jamaica for London which was manned and ordered to Boston. Soon after made a fleet of about 65 sail convoyed by 10 sail of line."

The *Alliance's* log of the same day reads: "May 2d. Gave the brig two bow guns at M. [Meridian]. Came up with the chase. She proved to be the brig from Jamaica, Captain Savage, bound to Bristol. Sent our boat on board and took the prisoners out."

"May 3d. At 2 P. M. came up with the chase which proved to be a 7 four pounder from Jamaica bound to Bristol. Cap. sent the boat on board and brought the prisoners on board. Lat. 41. 33."

Kessler's narrative continues: "May 7th. The maintopmast was split from the cap to the keel by lightning and a number of men knocked down and much burnt."

"May 28th. Towards evening discovered two sail on the weather bow standing for us and which after coming near

enough to be kept in sight hauled to wind and stood on our course. Towards day it became quite calm. After it became light it appeared that they were an armed ship and brig—about a league distant. At sunrise they hoisted the English colors and beat drums. At the same time the American colors were displayed by the *Alliance*. By little puffs of wind we were enabled to get within short hailing distance. At eleven o'clock Captain Barry hailed the ship, and was answered that she was the *Atalanta* ship of war belonging to His Britannic Majesty, commanded by Captain [Sampson] Edwards. Captain Barry then told Captain Edwards that we were the Continental frigate *Alliance* and commanded by John Barry and advised him to haul down his colors. Captain Edwards answered: "Thank you sir. Perhaps I may after a trial." The firing then began, but unfortunately there was not wind enough for our steerage way, and they being lighter vessels by using sweeps got and kept athwart our stern and on our quarters so that we could not bring one-half our guns to bear, oft time, only one gun, out astern to bear on them, and thus laying like a log the greatest part of the time."

"About two o'clock Captain Barry received a wound by a grape shot in the shoulder. He remained, however, on the quarter deck until by the much loss of blood he was obliged to be helped to the cock-pit. Some time after our colors were shot away and it so happened that at the same time such guns as would bear on them had been fired and were then loading and which led the enemy to think we had struck the colors and manned their shrouds and gave three cheers by that time the colors were hoisted by a mizen brail and our firing again began. A quartermaster went to the wheel in place of one just killed there. At the moment a small breeze of wind happening a broadside was brought to bear and fired on the ship and then one on the brig, when they struck their colors at three o'clock.

"I was ordered to fetch the Captain on board. Finding the Captain of the brig killed, the Captain of the ship was brought. On his entrance on board the First Lieutenant received him and to whom he offered his sword but which was

not received and he was informed that he was not the Captain; that Captain Barry was wounded and in the cabin, to whom he was conducted. On his entrance into the cabin (Captain Barry then there seated in an easy chair, his wounds dressed) he advanced to Captain Barry and presented his sword and which Captain Barry received, then returned to Captain Edwards, saying: I return it to you, sir. You have merited it and your King ought to give you a better ship. Here is my cabin at your service. Use it as if your own. He then ordered the Lieutenant of the brig to be brought, after which it was agreed that the crew of the ship, together with the prisoners on board the *Alliance*, should be all put on board of the brig (called the *Trespasa* also a King's vessel of 16 guns) and sent as cartel to Halifax, but Captain Edwards and the Lieutenant of the *Trespasa* he kept as hostages for the return of the brig with Americans in return for the about 250 British sent. It being, however, too late in the day to effect the removal a prize master and crew was sent on board each and ordered to keep close by us all night. Captain Edwards and the Lieutenant [were] requested to address their people and excite them to orderly behavior during the night and which they did from the quarter-deck of the *Alliance* and had the desired effect. The next morning the cannon of the brig were hove overboard, and after the arms and ammunition was taken from her, the prisoners were put on board and she departed for Halifax and the *Alliance* made all sail for Boston, leaving the prize ship to follow on account of Captain Barry's wound. It was said that some time after Captain Barry had received his wound and left the deck, Lieut. H——went into the cockpit to Captain Barry and represented that as the rigging of the ship was very much cut and the ship otherwise much damaged and many men killed and wounded and considering also the disadvantages we labored under for want of wind: 'Whether the colors should be struck.' Captain Barry passionately answered: 'No, sir; and if the ship cannot be fought without me I will be brought on deck.' The officer immediately returned to deck and Captain Barry, after being dressed in haste, was on his way to the deck when the enemy struck.



"Captain Edwards said they were very confident that they would subdue the *Alliance*. This might appear to be claiming to themselves a superior share of courage and a want on the part of the *Alliance*, if nothing but disproportion of number of guns and weight of metal were taken in view; but when the disadvantages under which the *Alliance* labored are considered, it will appear they had much reason to flatter themselves with success, and the more so had they known all those disadvantages: 1st, of the *Alliance's* usual complement of crew, say 280—three prizes had been manned—and of 50 on the Doctor's list, there could not be procured sufficiently able to sit between decks to hand powder from the magazine, and those who had a mutinous disposition formed part of the remainder; besides, more than 100 prisoners to take care of and who felt themselves under the lash for their cowardly conduct, and above all the total calm which prevailed until the close of the action. The loss on board was 11 killed and 24 wounded." "I was slightly wounded in the leg," says Kessler in a later record.

The Commission of Captain Edwards surrendered to Captain Barry is now in possession of Captain John S. Barnes, of New York. It is dated St. John's, October 13th, 1780.

Kessler continues: "June 6th, 1781. The *Alliance* arrived at Boston and Cap'n Barry was immediately landed, and as his wound was considered in a dangerous state he despatched me express to Philadelphia for Mrs. Barry."

"The *Alliance* was so much shattered in her masts, sails and rigging that a new fore and main mast and a thorough overhauling and repair was necessary, which required much time.

"The three chief mutineers were tried and condemned to be hanged, but the sentence became changed to that of 'to serve during the war;' but Captain Barry refused their admission on board the *Alliance*, and they were delivered to a recruiting party as soldiers."

The following lines, by William Collins, refer to this action, though not with historical accuracy:

In the brave old ship "Alliance"  
We sailed from sea to sea,  
Our proud flag in defiance  
Still floating fair and free,  
We met the foe and beat him,  
As we often did before,  
And ne'er afraid to meet him  
Was our brave old Commodore.

Upon the ocean sailing  
In pride and great renown,  
Our Yankee vessel hailing  
A British brig bore down  
Says the Commodore, "we've got 'em.  
Boys up! and blaze away,"  
And we sunk her to the bottom,  
And her consort "Trepassey."

Next, right against us steering  
Came a saucy "seventy-four,"  
In all her pride careering  
To thrash the Commodore;  
But each gunner plied his rammer  
And a ringing broadside poured  
And we brought the British banner  
And the main mast to the board.

Thus o'er the ocean sailing,  
We roamed from day to day,  
In battle never failing  
To make the foe a prey.  
In storm or sunshine never slack  
Our Commodore was he  
To trample down the Union Jack  
And sink it in the sea.

Cooper's "History of the Navy" gives this account of the encounter:

"The sea was perfectly smooth, and there was no wind, the two light cruisers of the enemy were enabled to sweep up, and to select their positions, while the *Alliance* lay almost a log on the water without steerage way. Owing to these circumstances it was noon before the vessels were near enough to hail, when the action commenced. For more than an hour the *Alliance* fought to great disadvantage, the enemy having

got on her quarters where only a few aftermost guns would bear on them. The advantage possessed by the English vessels, in consequence of the calm, at one time, indeed, gave their people the greatest hopes of success, for they had the fight principally to themselves.

"While things were in this unfortunate state, Captain Barry received a grape shot through his shoulder, and was carried below. This additional and disheartening calamity added to the disadvantages of the Americans, who were suffering under the dire fire of the two spirited and persevering antagonists. Indeed, so confident of success did the enemy now appear to be, that when the ensign of the *Alliance* was shot away, this fact coupled with the necessary slackness of her fire, induced their people to quit their guns and to give three cheers for victory. This occurred at a moment when a light breeze struck the *Alliance's* sails and she came fairly under way. A single broadside from a manageable ship changed the entire state of the combat and sent the enemy to their guns again with the conviction that their work remained to be done. After a manly resistance, both the English vessels, in the end, were compelled to haul down their colors."

Referring to this fight Frost's "Naval Biography" says: "It was considered a most brilliant exploit and an unequivocal evidence of the unconquerable firmness and intrepidity of the victor."

Beatson, "Naval and Military Memoirs of Great Britain," Vol. V, p. 308, gives the following narrative of this battle:

"His Majesty's sloops, *Atalanta* and *Trepassey*, commanded by Captains Edwards and Smith, got in sight of a sail on May 27th, on which they hove up and came within one league of her. They hauled their wind and failed to sight her all night. At noon on the 28th, it being almost a calm, the strange sail, about half a mile leeward, soon convinced them she was an enemy by hoisting the Congress colors and firing a broadside at the two sloops which were near each other. Then they hove up close alongside the enemy, the *Atalanta* on starboard, *Trepassey* on larboard, and began to engage. About an hour after Captain Smith of the *Trepassey* was killed, and Lieut. King took

command and continued the combat two hours and a half longer, when the sloop, quite disabled, was obliged to strike. She had 5 killed and 10 wounded. The *Atalanta* continued the action longer, but was likewise obliged to submit after having a good many killed and wounded. Lieut. Samuel Arden lost his right arm. His bravery was very conspicuous during the battle. The instant his wound was dressed he resumed his station on deck, where he remained until the sloop struck. There was no proportion between the enemy's force and the British."

The *Atalanta*, however, did not succeed in getting to Halifax to exchange prisoners.

*The Journal of Captain Henry Duncan, in Naval Miscellany*, [London, 1902, Vol. 1, p. 194] relates that his ship the *Eagle*, on June 14th, 1781, "at 6 A. M. spoke with the *Charlottesville* and *Vulture* with a French prize and the *Atalanta* which they had retaken. She and the *Trepassey* had been taken by the *Alliance*, rebel frigate, after an obstinate engagement, in which the *Atalanta* lost all her masts; the Captain (Smith) of the *Trepassey*, was killed."

William Ellery in writing from Philadelphia, June 5th, 1781, to William Vernon said:

"We hope you have heard some good tidings by the post of Capt. Barry; but it seems that the Post-riders are so influenced by British Gold that they had rather go to New York than pursue an honorable route. In plain English, the last eastern mail is gone thither; all the secrets it contained along with it.

Pray was it a violent storm that separated Barry's prize from him? I suspect he is gone to Britain. [Publications of R. I. Hist. Society, Jan. 1901, p. 271].

Before Captain Barry returned to Boston Congress had had report of his success on the way to France. On June 3, 1781, a resolution was adopted "that Robert Morris be authorized to take measures to speedily launch and equip for sea the ship *America*, now on the stocks at Portsmouth, N. H., that the board of Admiralty be directed to assign Mr. Morris the produce of the shares of the United States in the prizes taken

by Captain Barry, to enable Mr. Morris to carry into execution the preceding resolution."

Kessler makes no mention of the loss of the *Lafayette*, which the *Alliance* was convoying from France; but in Beatson's *Memoirs*," Vol. V. p. 207, it is recorded that she was captured by the *Endymion*, Capt. Fanshaw, and that she was bound for Philadelphia laden with arms and clothing. Her loss was referred by Congress to Messrs. Lee, Ramsay and Lowell, for investigation. On July 12, 1782, this committee reported the result of their examination, whereupon Congress "ordered that the Secretary transmit a copy of the report to Captain Barry to be compared with log book of the *Alliance*, corrected, if there should be any mistakes, and signed and sworn to by him and returned to Congress, together with Captain Robinson's letter, referred to in his information" ("Journal of Congress," Vol, VII p. 312).



## CHAPTER XIV.

BARRY'S REPORT OF HIS CRUISE TO AND FROM FRANCE AND OF  
THE LOSS OF THE "LAFAYETTE."—CAPTAIN NICHOLSON TELLS  
MARINE COMMITTEE THAT BARRY OUGHT TO BE  
MADE ADMIRAL.—CAPTAIN JOHN PAUL JONES  
SENDS BARRY A NAVAL COCADE.

Here is Captain Barry's report of his voyage to France and return to Boston. The documents have been obtained from the Government archives at Washington.

To the Board of Admiralty he wrote:

"ALLIANCE FRIGATE, BOSTON HARBOR,  
"6th June, 1781.

"GENTLEMEN: I have the pleasure to inform you of my arrival in Boston after a passage of Sixty-nine days from Port L'Orient, at which place I arrived at after Capturing a Small Privateer of ten guns and thirty Men and retaking her prize a Venician; the latter I relieved but the former I took to L'Orient with me where I sold her and distributed the money amongst my Officers and Crew which pleased them very much as it was more than they ever received from the *Alliance* before.

"On my arrival at L'Orient I was left destitute of any person to consult with, as Colo. Laurens soon left me, however I soon found there was a Ship called the *Marquis de la Lafayette* loading with Continental Stores mounting twenty-six Eighteen pounders and fourteen Six pounders whom I was informed was ordered to join the Fleet at Brest to go with them to America. In that case I was determined to Clear the Ship and to Comply with my orders to Cruise, but finding the Captain dilatory and loosing his Convoy from L'Orient to Brest and from thence to America I tho't it my duty to Convoy her safe to Philadelphia if possible, I then gave him orders to get himself in readiness while I with my officers did everything in our power to get the

*Alliance* in the best order possible, as soon as he was ready we Sailed on the 30th day of March from L'Orient with a fair wind.

"On the next day we discovered a Conspiracy on board, the Ring leaders we Confined and have brought them in here in irons. Unhappily for us we had no Seaman on board but disaffected ones, and but few of them, I believe a Ship never put to sea in a worse Condition as to Seamen.

"On the 2d April we fell in with the Privateer *Mars* of twenty twelve pounders, two sixes and One hundred and twelve Men, and the Privateer *Minerva* of ten guns and fifty-five men (after taking out her Prisoners) we put a prize Master and a Number of men on board; the latter the *Marquis* mann'd both of which I ordered for Philadelphia One of which has since arrived here. the other I suppose went to France.

"We had Continual Gales of Wind on our Passage. One in particular in the Latitude of 40-3 and Longitude of 36. We first split our Fore Topsail and then handed it. About 7 o'Clock in the Morning on the 25th April (the *Marquis* close by us we split our Foresail and soon after our Fore stay sail which deprived us of any head Sail, the *Marquis* being then under her Fore sail she soon shott ahead of us out of sight, and to our great Mortification we could never see her afterwards altho' we did all our endeavors, standing backwards and forewards looking after her.

"On the 2d May in Lattitude 41d 37m N and Longitude 43 We fell in with a Brig and Snow loaded with Sugars from Jamaica which we Captured, and in Case of Separation were ordered for Philadelphia, which was the Case a Short time afterwards in a hard Gale of Wind.

"On the 16th May in Lattde 38m 57 N and Longd. 53—in a Severe Gale of Wind attended with thunder and lightning One of which Claps cut our Main Top Mast in two and knocked down twelve or fifteen men on deck some of which it burnt some of their Skin off but I thank God all of them have done well since.

"I forgot to mention that in one of the Gales we discovered the Fore Mast very badly Sprung we immediately fixed it in

the best maner possible which rendered us incapable of Carrying much Sail.

On the 19th May in Lattd. 38d. N and 55 of Longitude we fell in with two Ships, we took them to be homeward bound Merchantmen, but being so poorly Manned we were not in a Condition to take them, therefore did not speak them.

"On the 28th May in Lttd 40d—34m N and Longitude 63.1—we fell in with two of his Britannic Majesty's Sloops of War the *Atalanta* & *Trepassey*, the former commanded by Captain Edwards, the latter by Captain Smith that was killed in the Engagement who bore down upon us and after a Smart Action we had five Men killed and twenty-two wounded, three of which has died of their wounds since, I am amongst the wounded the Occasion of my wound was a large Grape Shott which lodged in my left Shoulder, which was soon after cut out by the Surgeon, I am flattered by him that I shall be fit for duty before the Ship will be ready to Sail and I am of the same opinion as the Ship is shattered in a most shocking manner and wants new Masts, Yards, Sail and Rigging,—Soon after the Sloops of War struck I tho't it most prudent to throw all the *Trepassey's* Guns overboard and take away all her military stores and to fit her out as a Cartel and to send all the Prisoners I had on board with them I had that day taken, for Newfoundland, which the Captain of the *Atalanta*, assured me should be regularly exchanged, only keeping on board the Captain of the *Atalanta*, the Purser, Doctor and Wounded; and the Senior Officer of the *Trepassey* with a few others.—As the *Atalanta* was the lagest Vessel and Copper bottomed I got Jury Masts upon her (she being dismasted in the action) and ordered her to Boston which I tho't the Nearest and safest Port, we being at that time in a Shattered Condition very foul and hardly Men enough to work our Ship I tho't most prudent to mak the nearest Port we could, hoping it will meet with Your Honors' approbation; I cannot help mentioning One particular circumstance respecting a Quantity of Copper and Nails fitt for Sheathing Ships which has laid in the hands of the Continental Agents and Navy Board for these three Years.—Whether It was sent for any other purpose or not I cannot tell, but I am



sure it is fit for nothing else, It will not cost so much to put it on the Ship as it will to Clean her, if you would order the *Alliance* to be sheathed with it you may keep her the whole War, if not you may be assured that whenever she is Caught at sea foul that you will lose her.—

"I have given you a Short Sketch of my Operations from the time I sailed from Boston until the present time which I hope will meet with your approbation, Your Attention particular to Sheathing the Ship with Copper will render an Assential Service to the Country and much oblige

"Your Most obedient and very

"humble Serv't

*John Barry*

"P. S. I hear the Snow with Sugars is in a Safe Port to the Eastward & expect the *Attalanta* in every hour.

(Endorsed) "Captain Barry's Letter of 6 June, 1781, to the Board of Admiralty—1 Enclosure."

A SNOW was "a vessel with two masts resembling the main and foremast of a ship, and a third small mast just abaft the mainmast carrying a sail similar to a ship's mizzen."

[From Narrative of John Blatchford, A Soldier of the Revolution: N. Y. 1865, page 40.]

Captain Barry's report to the Naval Board relates events of the voyage to France and return to America. It reads:

"To the Honorable Naval Board Eastern Department, June —th (1781).

"GENTLEMEN: For Sufficient reasons as per Log we were obliged to cut our Cable to get under way from Nantasket road on the 11th of February. Nothing remarkable to the 16th instant when we fell in within the Night Large fields of ice and Blowing very hard, we continued in the ice about 12 hours the Ship Laboring very much we recd Considerable damage in Latitude 42° 03' N; Longd 55° 03' west on the 4th day of March 47° 31' D. R. Longd 4° 27' we Fell in with and took a Privateer Schooner from Glasgow Mounting 10 Carriage Guns, called the

**Alert** Francis Russel Commander, sent Mr. Nichols Garden Prize Master, who arrived safe in L'Orient, Friday the 9th of March.

"Saturday we come to Anchor at Port Louis Friday the 30th of March we slipt our Moorings and got under way in Company with the ship *Marquis de La Fayette* 31st of Do. We found out a number of men who had conspired to take the ship from us to Carry her into England and punished them in such a manner as made them Confess the Crime laid to their Charge Monday 2nd of April we fell in with and took 2 Privateer Brigs from Guernsey one was the *Mars* of 20-12 lb. and 2-6 lb. and 12 4 pound Cohorns Jno. Prero Commander, the other was the *Minerva* of 8-4 pound cannon and 55 men John Lecost Commander the first Brig Manned by us Lieut. Fletcher Prize Master the *Minerva* manned by the *Marquis* 19th Instant Lost Sight of both Brigs 26th Instant Lost Sight of the *Marquis* in a Gale of Wind and May the 2nd & 3d took a Brig and a Snow from Jamaica bound to Bristol in the Lattd. of  $41^{\circ} 30'$  Longd.  $41^{\circ} 30'$  West Laden with Sugar.

"Thursday the 12th of May Lost Sight of the Brig and Snow in the Lattd. of  $39^{\circ} 81'$  Longd.  $55^{\circ} 81'$  West, heavy Gales of Wind Thunder and Lightning. 17th of May Lightning Struck our Main Top Mast and Shivered him from Cross trees to Cap sprung our Foremast very badly the Lightning burnt one man and knocked down several, in the Lattd.  $38^{\circ} 57'$  Longd.  $52^{\circ} 46'$  West.

"29th of May fell in with two English Sloops of War one a Ship mounting 16 Carriage Guns and 120 men Capt. Edwards the other a Brig of 14 Carriage Guns and 60 or 70 men Capt. Smith, the Ship Called *Atalanta* the Brig called the *Trepassey*, they engaged us within Pistol Shott 3 hours when they struck to us, we were very much Shattered in our Rigin, Spars, and Sails no part of our ship escaped the Fury of their Shott we had 5 men killed and 18 or 20 wounded Among the dangerous wounded was Mr. Prichard, who was shot with a 6 pound shot, him with some more has since died of their wounds, the Ship and Brig in a very shattered Condition the Ships Main Mast went over the side the Next Morning, the Ship had 5 men killed

and 15 wounded, by their account, the Brig had 6 men killed the Capt. Included, and 12 or 15 wounded, fitted out the Brig as a Cartel as soon as possible and hove her guns overboard sent between 2 or 300 men on board and Dispatched her the 31st of May, 1781, Latt.  $41^{\circ} 10'$  Long.  $62^{\circ} 13'$  June 1st parted Company with the *Atalanta* Bound for Boston, Lieut. Welsh on board of her.

"GENTLEMEN for more particulars you will please to have Recourse to the Log Book. 'N. B. Lattd  $45^{\circ} 06'$  Longd  $12^{\circ} 43'$  West when we took the 2 Privateer Brigs."

More than a month later Captain Barry reported to the Board of Admiralty:

"BOSTON July 25, 1781.

"GENTS: It is with pleasure that I acquaint your honors that I am allmost recovered of my wound and I hope in 3 or 4 days to be able to attend my duty for I find my presence very requisite there being only one Liet. and the Master on board both of them good officers. Captn. Hacker and several [torn] officers left the Ship by permission from the Hon'ble Navy Board during my illness. However I am satisfied, as I am Confident these places can be well filled. The Master John Buckley have being in the Ship ever since she was launched he acted as second Liet. from the 11 of July 1779 till he arrived in Boston last year. He having an attachment to the service and his views different from many others he resumed the office of Master When I took the Comd and in that Station Behaved as a good and faithful officer.

"The Ship having but one Liet. on board and none here at present but one. Who is a very young man and in my opinion not fit to Com'd Men like Buckley but he may make a tolerable 3 Liet. Mr. Buckley has made application to me as his friend to use my interest to get him appointed a Lieutenant on board the Ship. If my assuring the Hon'ble the Admiralty that he was the best Officer I had in the last Ship Cruize will be of any service to him I can on my honor declare it. Should your Honors think proper to grant him a Commission your dating it from his being appointed an Acting Liet. will much oblige.

"Gents. Your Most Obedient

"and Very Hum'le Ser't

"JOHN BARRY."

[Addressed "The Hon'le The Admiralty  
Philadelphia.

[Endorsed] "BOSTON July 25th, 1781."

Captain James Nicholson, writing to Captain Barry from Philadelphia, June 24th, 1781, congratulated him upon his safe arrival and his success. He related in detail the endeavor of Chevalier John Paul Jones by personal application among the members of Congress to secure for himself recognition as head of the Navy.

Nicholson related the measure of success Jones was securing and how he thwarted the consummation of the project.

"Your arrival and success came opportunely and I did not fail to make use of it. I mean out doors in presence of Cap. Jones and some of his advocate members by observing that you had acquitted yourself well, which they acknowledged. I then told them they could not do less than make you an Admiral also. I had not a sentence of reply. It irritated the Chevalier so much that he was obliged to decamp." [Barnes 855]

Whatever methods or persuasion Captain John Paul Jones was using to have himself ranked as "head of the Navy" it seems probably that while Capt Nicholson was thwarting the endeavor of Jones and expressing admiration of and to Capt. Barry, that he was also looking to his own recognition. The List of Officers of the Navy at this time reads:

1 James Nicholson, Commission 10th October, 1776, Commander of Trumbull.

2 John Barry 10th October, 1776, Alliance.

Yet Captain Barry was in active service as commander of the *Alliance*, the finest ship of the Navy, and the only frigate that escaped capture or destruction during the war.

On August 8th, 1781, Robert Morris wrote Capt. Barry sending copy of a letter from Benjamin Harrison, recommending a young man. "I am of the opinion the frigate should take every young man that offers in order to bring up and breed both seamen and officers. You will please to give or send an answer to me by Mr. Cottinger. [Private Letter Book, p. 475, Library of Congress.]

On August 24, 1781, on a report of the Board of Admiralty, Congress, *Resolved*, That Joshua Johnson, esquire, be, and he is hereby authorized to examine, audit and settle the accounts of T. D. Schweighhauser, against the frigate Alliance; that the

minister plenipotentiary of these United States at the Court of Versailles be, and he is hereby empowered and directed to pay the balance that may be found due to the said T. D. Schweighauser, upon the liquidation and settlement of the said J. Johnson.

On Sept. 7th, 1781, Captain John Paul Jones, then at Portsmouth, N. H., superintending the building of the *America*, wrote to "The Honbl John Barry, Capt." saying:

"Enclosed, dear Barry I have the honor to send you the Cocade I promised, as I forgot to deliver it when I breakfasted with you at Boston.—The Blue in it may, with propriety be adopted as the national Cocade of America, leaving the *Black* to England which is a true emblem of the character of that *Dark minded* Nation.—The white is intended to represent the spotless purity of intention and the sincere Friendship of our illustrious Ally towards these Sovereign independent States—as the Red may represent the glowing Friendship of Spain.—I wish to see this Cocade worn by the Officers of the Navy—at least till a better can be devised—It is known in France as our Cocade of Tripple Alliance, and I have on particular desire presented many of them to the first characters in Europe.—"

This letter of three pages was sold at auction, Philadelphia, on February 11th, 1897, for \$145.

The Board of Admiralty complied with Barry's request to copperbottom the Alliance else she would be lost by fouling. So thus being better conditioned a cruize of the *Alliance* and *Deane*, now the whole Navy of the Colonies, was projected. The Admiralty and Navy Boards were abolished by Congress early in September, 1781. The charge of all Naval matters was given to the FINANCE DEPARTMENT, supervised by Robert Morris. His instructions to Captain Barry, relative to the intended enterprise, read:

OFFICE OF FINANCE, 21 September, 1781.

SIR:

John Brown, Esq., who is the Bearer of this Letter is charged by me in consequence of three several acts of Congress of which copies are enclosed with the Care of sending to sea the Frigates

*Alliance and Deane.* You will therefore exert yourself to assist him to the utmost of your Power. When these Ships are ready you will proceed to sea. The Ships are both under your command the Captain of the *Deane* being instructed to obey your orders wherefore you had best to furnish him a copy of these Instructions giving such in addition as you shall judge necessary for Keeping Company respecting Signals, Places of Rendezvous in case of Separation and all other things that tend to promote Success and Glory or secure Safety against superior force. It is my intention that you should go upon a cruise and therefore you will be ready to sail from the Harbour of Boston and use your best Efforts to disturb the Enemy. Such prizes as you may make you will send into the Port which you will find endorsed a list of Persons in several Ports to whom to apply in Case you go yourselves or send your Prizes thither. Mr. Brown will show you the instructions I have given him as to the manning of the ship, which I hope you will approve and endeavor to execute, but if exact compliance is not likely to succeed, you will deviate no more than absolute necessity requires. I do not fix your cruising ground, nor limit the length of your cruise because I expect you will know the most likely course, and will be anxious to meet such events as will do honor to the American flag, and promote the general interest. When you want provisions, I think it will be best that you should enter the Delaware and send up as far as New Castle to which place they can best be sent in shallops. The latitude I have given precludes both the necessity and propriety of more particular instructions. Let me hear from you by every convenient opportunity, and don't fail to transmit to His Excellency the Commander-in-Chief of our Army, as well as to me, any intelligence that you may obtain which you think may in any wise affect his operations.

“Believe me to be,

“with great respect, etc.

“ROBT. MORRIS”

[Morris Papers, Book A p 407-8]

The next record shows Captain Barry at home in Philadelphia.

"PHILADELPHIA, Oct 13, 1781.

"SIR: I have to inform your Excellency that there are three Men in Boston goal that have been tried by a Court Martial the proceedings of which I understand was sent to the Hon'le the Congress as they are to receive there punishment on Board the *Alliance* and she ordered to sea I would be much oblige to your Excellency to lay it before the Hon'le the Congress in order that they may be punished or acquitted I am

"Sir Your Excellency Most

"Obedient Hum'le Ser't

JOHN BARRY.

"His Excellency Thomas McKean, Esq.,

"President of Congress."

[Endorsed] "Letter Oct. 13, 1781.

CAPT. JOHN BARRY

MR. SHERMAN

MR. RANDOLPH

pass'd.

MR. BOUDINOT."

[Note on the back of letter] "The Committee to whom the within letter of Captain John Barry was referred, concerning three men, sentenced to receive punishment on board frigate *Alliance*, report: 'That the proceedings of the Court Martial cannot be found in the archives of Congress or of any of its boards.

" 'Resolved, that the Superintendent of finance take measures for obtaining a copy of the proceedings of the Court Martial at Boston, in the case of three men belonging to the frigate *Alliance*."

OFFICE OF FINANCE, 17 October, 1781.

SIR :

In my letter by Mr. Brown of the 21st of September last, I mentioned to you that when the ships, *Alliance* and *Deane*, are ready you will proceed to sea. But as you have by your conversation given me reason to believe that the *Deane* will probably not get manned so soon as the *Alliance*, you will in that case proceed to sea as soon as your ship be ready.

I have the honor, etc.,

ROBT. MORRIS.

To John Barry, Esq., [Morris Papers, B. p. 52.]

Now came the victory at Yorktown to gladden and strengthen with the faith of certainty in Independence the heart of Capt John Barry and other Patriots.

It had been intended by Robert Morris to send Capt. Barry on a cruise but the Yorktown surrender caused a change to be made whereby Lafayette could go to France not only to visit his family but to have further support from the French government added.

Lafayette, writing on October 26th, 1781, from Yorktown, to Dr. Samuel Cooper, of Boston, said:

"Should Congress think I may serve them in Europe I shall be happy to cross and recross the Atlantic in the space of a few months provided I see my going there may be materially serviceable." [Am. His. Review, Vol. viii. No. 1, p. 91.]

OFFICE OF FINANCE, 9th November, 1781.

SIR:

I hope by the time this Letter reaches you the *Alliance* will be ready for Sea. Perhaps men may be wanting but should that be the case a Letter from the Minister of France which will be delivered you with this will I trust enable you to get a considerable number of good seamen. When you are ready to Sail which I hope maybe the case by the Time this reaches you. You are to wait my further orders which shall be soon dispatched.

I am &c.,

ROBERT MORRIS.

Captain John Barry. [Morris Papers, B 109.]

We will now return to Kessler's "Narrative," in which we read: "Before the *Alliance* was again ready for sea, the year for which the crew had been shipped expired. A new shipment was necessary. Such was the attachment of the crew to Captain Barry that, on their being paid off and the question put whether they would ship again, they cheerfully agreed to enter.

"I know of no instance of one declining. Captain Barry, however, refused to admit such as had conducted themselves grossly amiss, and the vacancy thereby or otherwise occasioned was supplied without any difficulty. As to impressment, it



was never practised but in one solitary instance, and that as a just punishment for knowingly assisting and harboring a deserter from the ship. As to desertion, it was so rare that I cannot recollect more than two or three instances during the whole time of Captain Barry's command, though it was usual in every port (one only excepted, and in that only while Captain Barry was absent) to permit the crew, by eight or ten at a time, by turns to go on shore for twenty-four hours."

Kessler's name is on the list of officers and men dated December 8, 1782 as entering, November 1st 1781 and as Master Mate from December. [Lib. Cong.]

While the ship was undergoing repairs, Captain Barry came to Philadelphia and had interviews with the Marine Committee of Congress, planning measures for not only "destroying the trade of the enemy, but also in producing funds to be applied to the support of the naval service." In the meantime, however, the victory at Yorktown had been won and Cornwallis' army captured. That was the "circumstance which required the *Alliance* to be employed in another way" than had been arranged for at the conferences. Accordingly the following "sailing instructions," the original of which is in the possession of Mr. Samuel Castner, Jr., of Philadelphia, were sent to Captain Barry, at Boston, directing him to take General Lafayette to France "on business of the utmost importance to America."

"NAVY OFFICE,

"PHILAD'A, NOV. 27th, 1781.

"SIR: In my first instruction, bearing date the 21st Sept. last, I mentioned that it was my intention that you should proceed with the *Alliance* and *Deane* Frigates on a Cruise, as soon as they were ready for sea, and afterwards I repeated this in conversation when you was here, as my fixed resolution, and I now declare that it was my desire you should have done so, in hopes that you might not only assist in destroying the trade of our Enemy, but also in procuring some Funds, to be applied in support of our Naval Service—Circumstances have however turned up, which require that for the present, the *Alliance* should be employ'd another way, which was intimate

to you in my letter of the 9th Inst. whereby you are required not to leave Boston without my further Instructions, this was occasioned by the application of the Hon'ble Major General Marquis De La Fayette, for a passage to France, whither he is to go in pursuance of the orders he has received from his Excellency the Commander in Chief, on business of the utmost importance to America.—

"I hope by this time the *Alliance* is manned and in every respect ready for Sea, but should she still want men, and part of a crew are engaged for the *Deane*, they had best be turned over to the *Alliance*, so as to complete her Complement—You will also have it in your power to take on board such French seamen as the Consul can procure, in consequence of his instructions from the Minister of France on that subject; and if after every other effort is made, you still fall short, application must be made to the Governor of Massachusetts, for permission to impress; in this case the Marquiss will join in such application, which will give it great weight—You are to receive on board the *Alliance* Frigate, under your command; the following Officers and Gentlemen with their Servants and Baggage.—The Hon'ble Major General De La Fayette, The Viscomte De Noailles, the Hon'able General Du Portail, Colonel Gouvion, Major La Colombe, Major Capitain, Mons'r Poiry secretary to the Marquis and their Attendants or servants about fifteen in Number. You must not admit any other Passengers, as these will be sufficient, & I am directed by Congress to provide the Marquis with a Passage; therefore should any other persons apply for passage, you must answer that you are full & the number limited; but I must make an exception, that is, to admit any other person or persons, that the Marquis may desire, but upon no other terms than at his request.—With these Gentlemen on board, you are to depart from Boston as soon as you can, and proceed with all possible expedition for the Coast of France, pushing into the first safe Port that you can make, the safe and speedy arrival of the Marquis, is of such importance, that I think it most consistent with my duty to the United States, to restrain you from cruizing on the passage thither. You are therefore to

### *Sailing Instructions*

avoid all Vessels, and keep in mind, as your sole object, to make a quiet and safe passage to some port in France; immediately after your arrival there, these Gentlemen will land with their Servants and baggage, in doing which, you will give them all necessary assistance; and I have too good an opinion of your Politeness as a Gentlemen, to think it necessary to say any thing of that attention & civility, they are entitled to receive, and which I am sure you will show to them.—But in order to facilitate your doing so, I have directed Mr. Brown, to lay in the necessary Stores for their accommodation, respecting which, he will consult you, let it be done with discretion, remember that we are not rich enough to be extravagant nor so poor as to act meanly.—

“As the *Alliance* is copper bottomed, I hope she will not want anything done to her, and as she will be well fitted and supplied in Boston, it is to be presumed, that nothing will be wanted on her arrival in France.—You may therefore, after landing your Passengers &c. immediately proceed on a Cruise, where you can promise yourself of the best chance of Success.—I calculate your Arrival to happen about the Middle of January and I am content that your stay in the European Seas, should continue until the first of March, therefore write to Doctor Franklin Minister Plenipotentiary at the Court of Versailles, and to Thomas Barclay Esqr. Consul from these States that you will come into the Port of L'Orient, on, or before the first day of March next, in order to receive their Dispatches for America, I desire that they may be lodged with some Person at that Port ready, and be delivered to you on that day.—

“Should it so happen, that after your arrival in France, you cannot proceed on a cruise without supplies or repairs, that may by accidents of the Sea, have become necessary; you must in that case prevail with the Marquis, to give you credit, and I shall desire Doctor Franklin to discharge the Amount, but Sir, you must remember that all the Money we have or can get in France, will be wanted for other more important purposes, wherefore I charge you, not to expend one Livre more than is absolutely necessary, at any time during this Voyage.—

"Should you be fortunate enough to make some valuable prizes, you will exercise your own Judgment and Discretion as to the Ports or Places best to send them to, for Condemnation, and Sale; all that you send to France, you will address to Thomas Barclay Esqr. Consul of America in France, or to his order, I shall trust to him to have them sold to the best Advantage, and to hold the share which appertains to the United States, at my Disposal; the share which may belong to the Officers & Crew, he may hold subject to your orders, and therefore you had best get an Agent appointed by the Officers and Crew to act for them.—You know Mr. Barclay is an honest man & a merchant, so that I think there is no doubt of strict Justice being done by him.—Any Prizes you send for America, had best be addressed to me, or my order, and I will put them under proper management—but for your better Government, I will enclose herein a List of Gentlemen at different places in Europe, and America, that I think may be entrusted with the Management of Prizes.—

"You will remember that public Intelligence is always useful, if any thing in that line comes to your Knowledge, write to Doctr. Franklin at Paris, John Adams Esqr, at Amsterdam, or to me here—to me you will constantly write of your Proceedings and the Events that occur.—

"You will take care to be in the Port of L'Orient, on the first day of March if possible, inquire for the Dispatches of Doctr. Franklin, Mr. Barclay &c. receive them on board together with any other Letters for America, and such Passengers, as our Minister may desire, or you approve, take under your Convoy such French or American Vessels, as may be ready and desire your Protection; and sail for this Coast, as soon after the said first day of March as you conveniently can, on the Passage hither use your Discretion as to chasing Ships at Sea, and finally make such Port, as you, from Circumstances shall find most convenient, altho I would rather prefer this place; but wherever you arrive keep your Men together, until you receive fresh Instructions.—Our service requires that your Officers and Crew should be well used, and it is an honour to Humanity to treat Prisoners so—I know your Sense of

Duty & Patriotism, will lead you into all proper Measures and Exertions for the safety of your Ship, for the Success of her Voyage & Cruise; and for the Promotion of your Country's Interest. With the best Wishes

"I am

"Sir

"Yours &c

"ROBT. MORRIS."

Mrs. John Adams, writing to her husband 9th December, 1781, said:

"I hear the *Alliance* is again going to France with the Marquis De La Fayette and the Com't De Noailles, I will not envy the Marquis the pleasure of annually visiting his family considering the risk he runs in doing it, besides he deserves the good wishes of every American and a large portion of the honors and applause his own country."

The active and determined efforts of Captain Barry to secure a crew for this voyage are shown by a letter written to him from Boston on December 21, 1781, by Captain Samuel Nicholson, commander of the *Deane*, in which the writer said:

"Yours of the 20th ordering forty men from the *Deane* to be immediately got ready with an account of the term of enlistment &c. to be delivered to one of your officers, whom you will send for that purpose I received this day at noon.

"If Captain Barry has any power or authority to Order my men from the ship they were positively enlisted for, I beg to be made acquainted with it, at present such a proceeding is quite new to me and I believe unprecedented in any service whatever.—

"Those men that offered to go with you yesterday or any others that are willing or can be prevailed on to go on board the *Alliance* are ready to be delivered your officer when ever you please to send for them." [Robert's Coll.]

From the *Alliance*, off Boston, Lafayette wrote to Washington on December 21, 1781, saying: "There still remains some doubt of our going to-morrow. The moment I am in France I will write you minutely how things stand and give you the best

account in my power. I have received every mark of affection in Boston and am much attached to this town, to which I am under so many obligations; but from public considerations I have been impatient to leave it and go on board the frigate, where I receive all possible civilities, but where I had rather be under sail than at anchor."

The importance of Lafayette's mission to France at that juncture may be estimated by the earnestness with which Washington represented the state of affairs to him, in a letter dated from Mt. Vernon on November 15, in which we read: "Not till the 5th was I able to leave York, Respecting the operations of the next campaign I declare in one word that the advantages of it to America and the honor and glory of it to the allied arms in these States must depend absolutely upon the naval force, which is employed in these seas and time of its appearance next year. No land force can act decisively, unless it is accompanied by a marine superiority; nor can more than negative advantages be expected without it. It follows, then, as certain as that night succeeds the day that without a decisive naval force we can do nothing definite, and with it everything honorable and glorious. A constant naval superiority would terminate the war speedily; without it I do not know that it will ever be terminated honorably."

Other letters went to France by the *Alliance* urging the necessity of aid, especially of a naval force, being sent to aid Washington. Robert R. Livingston, writing to Franklin, from Philadelphia, Nov. 20th or 8, said: "You will have a difficult card to play to induce France to do what not only our but her interest essentially require. Never was there a time in which money was more necessary to us than at present. The enemy, tired of running across the Country, have taken to their burrows and the whole business that remain to us, is to take measures for unearthing them next Spring. In order to do this ships are absolutely necessary. The advantage to France in keeping a great naval force on this continent is obvious.

Kessler thus refers to this voyage to France: "Orders having been issued to repair the ship for the reception of and con-

ducting the Marquis de la Fayette to France, on the 23d of December, 1781, we left Boston with the Marquis and a number of French sailors, passengers; nothing of note passed on the passage except an oft-time expressed wish of the crew 'that the Marquis was in France.'

"As Captain Barry's orders appeared to be not to speak any vessel, but to make the best of his passage with the Marquis, on one occasion (a ship being in sight which appeared, as the crew expressed it, as if she could give them sport), the discontent was so apparent that the Captain could not but be sensible of it, and which appeared to increase the conflict in his mind between the call of duty and his inclination. Instead of reprobating and promptly punishing, what on other occasions would have been the case, he was governed by a sullen silence which, if propriety would have permitted him to break, would have pronounced: 'I also wish the Marquis was in France.'"

Captain Barry carried out his instructions, and ere long "the Marquis was in France"; for the *Alliance* arrived at L'Orient on January 18, 1782.

Thomas Balch, in his "French in America during the Revolutionary War," says: "Lafayette left Boston for France on December 23, 1781. He reached his country in twenty three days, where he again devoted himself to the cause of the Americans, employing for that purpose the favor which he enjoyed at court and the sympathies which his conduct had gained for him in public opinion."

Lafayette bore to the King of France a letter from Congress embodying the views thus expressed by Livingston who handed it to the returning hero who was, "received by all ranks with all possible distinction; and daily gained in general esteem and affection, and was really ever serviceable to me in my application for additional assistance," wrote Franklin, March 4th, 1782.

The Navy of the United States at the close of this year—1781—consisted of but two vessels—The *Alliance* and the *Deane*. Writing from Boston 26th, April, 1782, to John Adams, William Vernon said: You have long since known that the American

Navy is reduced to Two Ships only, viz. The *Alliance*, John Barry, Commander now in France, and the *Deane*, Samuel Nicholson, Commander that sailed on a Cruise about Seven Weeks past to the Southward, no intelligence from her since her departure. This low state of our Navy has caused the dissolution of the Admiralty and Navy Boards, by resolve of Congress on the 7th, Sept. last devolving the whole business of the Marine department upon the Hble Robert Morris Esq. until Agents shall be appointed for that purpose. All those Boards was immediately closed, except ours, which was continued until the above ships (then in this harbor) were compleated for Sea, then to terminate and finally end with the delivery of all the remaining stores, Papers, Books &c. &c. in the possession of the Navy Board Eastern Dept. to the Order of the Supt. of Finances; this requisition has been made by Mr. John Brown late Clerk to the Admiralty Board appointed by Mr. M. to receive the same &c. [Pub. R. I. His. Soc. Jan. 1901. p. 273.]

In the British Annual Register for 1781 is found this statement: "The total number of men raised for the navy—1776 to 1780—was 170,928. Of these 1,243 were killed by the enemy, while 18,544 "died," and 42,069 had deserted." ❧

Yet the American Navy reduced to two ships was at the time of the surrender of Cornwallis under the command of Captain John Barry a County Wexford Catholic. The army of the United States was commanded by the illustrious General GEORGE WASHINGTON.





## CHAPTER XV.

THE ALLIANCE ARRIVES AT L'ORIENT.—A FRUITLESS CRUISE.—  
 RETURNS TO AMERICA.—ESCAPES THE "CHATHAM" BRITISH  
 FRIGATE.—ARRIVES AT NEW LONDON.—"I SERVE THE  
 COUNTRY FOR NOTHING."—BARRY APPEALS TO WASHINGTON  
 FOR THE EXCHANGE OF HIS TORY BROTHER-IN-LAW—CON-  
 GRESS INVESTIGATES THE LOSS OF THE LAFAYETTE.—1782.

On January, 18th, 1782, the *Alliance* arrived at L'Orient,  
 France.

"Dispatches for Congress not being ready," says Kessler,  
 "we sailed on a cruise and returned in seventeen days with-  
 out making any captures. On February 10, 1782, we left  
 L'Orient on a short cruise, during which we chased many  
 vessels and spoke with sixteen, which, however, appeared to  
 be neutral vessels. On 27 February we returned to L'Orient,  
 making the seventeen days fruitless search.

On Barry's return to L'Orient among the letters from  
 America was this from Robert Morris:

PHILADA., January 5, 1782.

DEAR SIR:

I have written to Messr Le Contento & Co., Bankers in  
 Paris for some Articles which are wanted for my family.  
 Should any of them be Ready for Embarcation, whilst you  
 are at L'Orient and their Bulk such as to permit you [taking  
 them on board, without incommoding the Ship or yourself—  
 I should be glad of such a good Conveyance for them, but  
 I do not wish this on any other terms than its not incommoding  
 the Ship in any degree whatever—I most sincerely wish you  
 every success you can desire and am

Sir

Your most obed & hble servt.

ROBERT MORRIS

(Copy)

John Barry Esqr

Commanding the Frigate Alliance  
 in the Service of the United States.

[Barry's Letter Book]

While Barry was on the cruise Franklin, then at "Passy, near [now in] Paris" sent orders to him to "go to Brest, where the goods were assembled and take what he could"; but Barry had "gone on a cruise before my letter reached him," Franklin wrote to Robert Morris on March 4, 1782. In this missive Franklin further said: "Relying on Captain Barry complying with my orders to go to Brest, to take in what he could of our goods and sail with the convoy, which does not go till towards the end of the month, I delayed answering. I have just received a letter from him acquainting me with his return from an unsuccessful cruise and his resolution to return to America immediately after the return of the post. It seems he had not, when he wrote, received my letter directing him to call at Brest." [Wharton's "Dip. Cor.," vol. V, p. 219.] To Robert Livingston Franklin, on March 9th, 1782, wrote at "having notice from Captain Barry last night, that he will not go to Brest, as I expected, to take on some of our goods, but will sail immediately at the return of the post, which sets out to-day I am obliged to be short." [Spark's *Corres.* Rev. 111, p. 314.]

We must again rely on Kessler, who says: "On March 10th, 1782, we again left Le Orient for America. On the passage spoke several vessels, but none of the enemy.

"May 10. Made Cape Henlopen, wind northward, but could not get into Delaware Bay. A very large ship [*Chatham*, .] with her tender being there, which gave us chase out again and appeared to gain on us, when by our running into the shoal water (the tender keeping between us and the enemy and oft sounding) they gave over the chase, after which the wind coming from the southward, we run for and, on May 13, arrived at New London." "When chased by the *Chatham*, the *Alliance* sailed fifteen knots an hour and run down the *Peedwell*, the British sloop of war, which attempted to prevent our escape." (Goldsborough's "Mil. and Nav. Chronicle," vol. I.)

This was then considered a remarkable speed and made this incident one of traditionary interest among the veterans of the old time wooden Navy.

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President Joseph Reed, of the Pennsylvania Supreme Council on May 23rd, 1782, wrote George Bryan; "The frigate *Alliance* is arrived at New London after an ineffectual attempt to get into our Capes; the Marquis [Lafayette] is not arrived in her."

From New London Barry wrote two letters to his friend in Philadelphia, John Brown, Secretary of the Board of Admiralty. In the second occurs the declaration, "*I serve the country for nothing.*" These letters are in the possession of Mr. Brown's descendants, residing at Carlisle, Pa., by whose permission Rev. Henry G. Ganss, Rector of St. Patrick's Church, in that town, supplied copies for this History. They are as follows:

"NEW LONDON, May 16: 1782.

"DEAR SIR: I have the pleasure to inform you of my safe arrival here after a tedious passage of 59 days I made an attempt to get to Phila. but the 10 Inst, was chased out of the cape by a two decker and tender my Provisions being short I put away for this place and off New York was Chased by two frigats—I have some goods on board for you I wish you would write me word what is to be done with them time will not permit me to write a long letter at present in short it is uncertain whether this will find you in Phila. for I am told you was in Boston 10 days ago not apprize this trip hard luck indeed pray make my Compliments to all friends & believe me

"Dear Brown to be your sincere

"friend & very humble servt

"JOHN BROWN Esqr.

"JOHN BARRY."

"[Addressed] JOHN BROWN Esqr.

"Phila."

NEW LONDON, June 4: 1782

"MY DEAR BROWN: Your Waggon and Letter came to hand about four hours ago immediately on its arrival I loaded it According to your instructions the wagon would not stop all your goods therefore there is a large Bale left behind and I took the Liberty to put a small trunk of mine in sooner than not fill up the vacancy which you will please to deliver to



I suppose he will be much offended if  
he is ~~informed~~ that we shall be  
any ~~place~~ for I assure you all the I send  
the country for nothing I am determined  
that no shipman in any service  
shall command me let him be a thief  
or what he will - You talk of doing more  
New London etc. etc. I am very glad to hear you

and do not wish to pay for your life and  
some time from me from him. I  
There is some my personal but the  
I am much more than one of the wagon horses gave  
out on the road and I am obliged to advance money to  
Michael Watson the amount is sixty Dollars which  
you will please to pay Mr Barry & Oblige your  
T. Dear Brown your humble Servant  
John Brown Esq.

"I SERVE THE COUNTRY FOR NOTHING"

Letter of Commodore John Barry to John Brown, Esq.



Mrs. Barry and will pay you [her portion?] of Waggon hire that may bee I think from the bulk of the Bale it cannot be Summer goods their fore it is not of so much conquen but I shall lave it in the hands of Mr. Mumford and take his receipt. who by the by I wood not trust him farther than I could see him. In short I never was in such a damb country in my life— Mr. Morris sent me orders by the express that your letter came by to Join the French Frigats at Road Island and be under his command Mr. Morris must be unacquainted with his rank or he must think me a drol kind of a fellow to be commanded by a Midshipman I can assure you I dont feel myself so low a Comm. as to brook to such orders however I dont see it will be in my power to sail this year of our lord as I have not one hundred men on board to do duty and since my arrival here I have not got but one man all tho I have had a rondevous open this fortnight I shall write Mr. M To morrow on the subjt I soppose he will be much offended I assure you all tho I serve the country for nothing I am determind that no Midshipman in any service shall command me let him be a Chev. or what he will—You talk of seeing me in New London I should be be very glad to see you here but you may be assured you never was in so miserable a place in your life all the people here lives five miles from home not [a house have] I been in since my arrival but the Tavern & one Irishmans one of the wagon Horsus gave out on the road and I am oblige to advance Money to Michael Waldrom the amount is sixty dollars which you will please to pay Mrs. Barry & oblje your

"Dear Brown

"Your Humble sert

*John Barry*

"JOHN BROWN Esqr."

"P. S. the top of the wagon being but very indifferent I put a carpet in for Mrs. Barry——"



At this time the principal tavern or coffee house in New London was kept by Thomas Allen, an Irishman from the Island of Antigua, an Episcopalian. "His antipathy to the British was abnormal and he is remembered as one of those who took the Episcopalian Minister from his pulpit and thrust him out of doors for attempting to pray for King George. When the feast of the Apostle came around he marks [in his ship registry] against the date March 17th, *St. Patrick's Day*. [U. S. C. Hist. Mag. No. 7, p. 290.]

The list of officers of the *Alliance* when at New London, Connecticut, read:

1782, May 17. LIST OF OFFICERS OF THE ALLIANCE  
John Barry, Captain; Hezekiah Welsh, Lieut.; Patrick Fletcher, Lieut.; Nicholas Gardner, Lieut.; Mathew Park, Captain of Marines; Thos. Elwood, Lieut.; Wm. Morris, Lieut.; Jos. Buckley, Master; TIMO. GEAGAN, CHAPLAIN; John Lynn, Surgeon; Samuel Cooper, Purser; Philip McDevit, Masters Mate; Rich Cooper, Masters Mate; Josia Owens, Masters Mate; Geo. Gouday, Midshipman; John Karr, Midshipman; Rufus Hopkins, Midshipman; John Kessler, Midshipman; Joseph Eayres, Midshipman.

"TIMO. GEAGAN, CHAPLAIN."

This is the first instance of the record of a Chaplain on any of Barry's vessels.

The name of this Chaplain is suggestive of an Irish Catholic priest but no clergyman of that name, either Catholic or non-Catholic, has been discovered.

It is to be remarked that a Chaplain in those days, whether it was part of his official duties or not, was also a Schoolmaster, and gave instructions in the elementary branches of education. It is presumed on the strength of the title of the office and known examples during the Revolution, that Moral, if not positive, Religious instruction was given. Doubtless "Timo. Geagan's" duties in the latter instance may have been limited to the reading on Sundays of moral discourses—a service a layman could discharge. Laymen are known to have been Chaplains on other vessels.

The annexed letter from Robert Morris to Captain Hodge indicates another expedition under the command of Captain Barry.

MARINE OFFICE, 25 May, 1782.

SIR:—

This Letter may probably be handed to you by Captain Barry of the *Alliance*. If so put yourself under his Orders, and obey them in all Respects. Communicate to him your Instructions nevertheless that he may judge how far Alterations in your Destination may become necessary.

I am Sir

Your most obedient Servt

"ROBT. MORRIS"

Captain Hodge of the Brig Active.

On May 30 Captain Barry applied to Washington for the exchange of his Tory brother-in-law, William Austin, who ranked as a Captain and had been captured on board a merchant vessel from Trutollo bound for New York. This is the letter copied from the "Washington Papers," vol. 57, p. 12.:

"NEW LONDON May 30th, 1782.

"SIR I have the pleasure to inform your Excellency that from the account brought in here, the French Fleet from France is by this time Arrived in Virginia, they having sailed upwards of two Months, & was Seen six Days ago off New York standing to the S. W. the Wind at N. E.—the above acct. we have by some Men landed on Block Island from on board an English Frigate that was Chac'd by them & escap'd under Cover of the Night.—

"The Commissary in this place, Mr. Shaw informs Me that no prisoners is Exchang'd without your Excellency's orders I have one favor to ask of Your Excellency that is that you will Suffer a Captain by the Name of William Austin taken in a Mercht. Vessel from Trutollo bound to New York, to be Exchang'd or go in on Parole to send a Captain of Equal Rank out for him—he is an Old acquaintance of Mine, and a parti-

cular Friend—if your Excellency will pleas'd to grant the above favor I shall ever esteem it as a Mark of your Friendship for

"Sir Your Excellencys Most Obedt.

"& very humble Servant

"JOHN BARRY."

All this time at New London the *Alliance* was being overhauled and prepared for another cruise.

Prize Agent Thomas Russell, writing to Capt. Barry from Boston in relation to the payroll of the *Alliance*, expressed his happiness "to hear your ship is so well manned and ready for Sea. I wish you a successful cruise and think with you that this is the safest port to send your prizes." [Ms.]

That day—May 30th—Dr. John Linn "on board the *Alliance* made return to Captain Barry of "the sick on the island and the complaints they labour under: He added:

"It was your orders for me to pay more attention to the sick which implies I have neglected my duty towards the sick, the first time I was ever accused of the like and am conscious within myself. If I have not done my duty it is not in my power to do more therefore I shall be happy to retire (and perhaps you may find a person that will suit you better) and leave my orders for the Navy Board with you. I will forward them to His Excellency Robert Morris Esq. by the first opportunity."

Barry was evidently desirous of bringing the *Alliance* to Philadelphia if a pilot could be obtained but this was impossible, as this letter shows:

MARINE OFFICE 6th June 1782.

SIR:—

I have endeavored to get you a pilot for the Delaware but cannot. You must therefore do as well as you can without one. Congress has not yet decided on my application with respect to the Mutineers and therefore as I cannot think of detaining your Officer any longer I must transmit the Resolution whenever it shall be completed to Mr. Russell.

I am Sir Your Most Obedt. Servant  
Captain Barry of the *Alliance*, ROBT MORRIS.

William Morris, Lieutenant of Marines on the *Alliance*, then at New London, on June 29th, 1782, wrote Barry that he intended to resign the service, as his private affairs at Philadelphia required his attention. He added "I believe your friendship for the service of your country to be as great as that of any of its subjects." [Barnes' Col.]

On July 12 John Brown, the Secretary of the Board of Admiralty, sent to Captain Barry this list of agents to whom he was to address his prizes: Boston, Thomas Russell; Portsmouth, John Langdon; Rhode Island, George Olney; Connecticut, Thomas Mumford; New York, New Jersey, Maryland and Virginia, To order of Agent of Marine; North Carolina, Nathan Allen, Edenton; South Carolina, George Abbott Hale; Georgia, John Wereak; France, To order of Thomas Barclay, Consul General; Holland, To order of His Excellency John Adams; Martinico, Mons. Diant Munti; Cape Francois, Step. and Ange Ceronio; Curacao, Governor Hill; Havannah, Robert Smith; New Orleans, Oliver Pollock. (Original of list in collection of the late Charles Roberts.)

James Nicholson wrote from Middletown, Conn., to Barry, in New London, saying: "Your large boat will be finished by the last of this week. The other will be immediately set up and forwarded with all expedition. I wish you would send me before I go to Philadelphia £80 or £90 to discharge your debts. It would enable me to continue the men at present employed on the ship until I return." (Collection of the late Charles Roberts.)

Congress having appointed a committee, consisting of Messrs. Lee, Ramsay and Lowell, to "examine Captain Barry touching the loss of the ship *La Fayette*," he came to Philadelphia and gave his testimony.

On July 15th, the Committee submitted a report, which may be found in The Papers of Congress No. 19, Vol. 1, p. 225, in the State Department at Washington. The Committee say "having called Captain Barry before us he gave the Committee the following information. "Then follows an exact relation as given in the Attested Copy of Captain Barry, sent from New London August 1st, in response to the vote of Congress on

July 15th, "that the Secretary transmit a copy of the report to Captain Barry to be compared with the log-book of the *Alliance* corrected, if there should be any mistakes, and signed and sworn to by him, and returned to Congress together with Captain Robinson's Letter referred to in his information." The papers which Captain Barry, in response to the orders of Congress, sent to the Committee in answer to its request, are as follows, as preserved in the "Washington Papers," vol. IV, pp. 321 *et seq.*:

"N' LONDON Augt. 1. 1782

"SIR: Inclos'd is an attested Copy of the Circumstances Relative to the Marquis La Fayette taken from the Logg Book of the Frigate *Alliance* together with a Copy of what I related to a Committee of Congress when in Phila. last. You have here with a Copy of Capt. Robesons Letter to Me, the Original I have Sent on to His Excellency the President of Congress As well As a Copy of the Inclos'd Minutes taken from the *Alliance* Logg Book—I cannot find that I have erred in My Relation to the Committee of Congress in any one Circumstance. The Word old Gun Barrels Must have been added, as I never heard whither they were Old or New. therefore Could Not tell, & Topmast Stay sail in Stead of Topsail, the Latter must have been a Mistake in Copying—I shall send a Duplicate of those papers by the Next post after this, which I hope will Come Safe to hand, & give Satisfaction——

"I Remain

"Sir —

"Your Most Obedt.

"humble Servt.

"JOHN BARRY"

"CHARLES THOMPSON Esqr.

"Secret.y of Congress"

[Endorsed] No. 154  
Letter from Capt. John Barry  
to the Secretary of Congress  
August 1st, 1782  
rec'd Aug. 27

"An Attested Copy of what I related to the  
Committee of Congress in Philadelphia

"That on My Arrival at L'Orient in France about the 7<sup>th</sup>  
of March 1781, having orders, to take in Any publick Stores  
or Convoy Any Ships Containing Such Stores for the United

States, I enquired of Mr. Moylan the Agent there whither there were any public Goods for Me to Carry & was answered there was not, for that a Ship was chartered by Mr. Williams for that purpose. Col. Laurens & Myself examined some bales of the Clothing. & thought the Cloth Good,—but did not unpack Any of them, so as to Judge of the Size of the uniforms I advised the Captain of the *La Fayette* to go Immediately to Brest. & sail with the Convoy then going from that Port, but instead of doing this, he Sent his Seaman to other Ships, & remained in Port. I thought the Capt. shewed Constantly a Reluctance in preparing to Sail & when I got him under my Convoy which was towards the last of March 1781 he appeared very unwilling to Make Sail.—After having been about three weeks at Sea—in a Gale of Wind, & during a squawl which Split the Fore Sail & Fore Top mast Stay sail of the *Alliance* so that she could not put before the Wind, the *La Fayette* Disappear'd.—When the Squawl Commenc'd he was within hailing Distance of the *Alliance*.

“Capt. Robeson of South Carolina, who was then on board the *La Fayette* has informed Me by Letter, that in the thickest of the Squawl the Capt. of the *La Fayette* put his Ship before the Wind and Sailed Away—tho he Capt. Robeson remonstrated with him that the *Alliance* Could not Steer that Course, & that he Must inevitably loose his Convoy—this was directly Contrary to his proper Course. I gave the Capt. of the *La Fayette* Signals both of Colours & Guns, but he went off without Making Any Signal—so that tho I cruised for him two Days I could not fall in with him—

“The *La Fayette* was an Indiaman exceedingly old, but sailed very Well; she Carried Twenty-six Eighteen pounders on one Deck, & Twelve or Fourteen Six pounders on her Fore Castle & quarter Deck—with about two hundred Men.

“Mr. Williams Inform'd me that he Charterd this Ship of Mr. de Chaumont at Doctr. Franklins Table for Ten Guineas per Ton Measurement, that there was no Charter party but a verbal agreement that she should be ready by Octo. 1780. The freight for about Eleven hundred Tons measurement, was paid by Mr. Williams in Bills on Doctr. Franklin before the

Capt. Sign'd the Bills of Loading which were to Land the Cargo in any part of America—From a Calculation Made by Mr. Williams and Myself, the public Stores shipped in the *La Fayette*, amounted to about Four hundred & fifty Tons—I was Inform'd by Mr. Williams & Mr. Moylan that what was shipped on the public Account was. One hundred Tons of Salt petre, Twenty-six Iron Eighteen pounders—Fifteen Thousand Gun barrels, some soal & harness Leather, Uniforms for Ten Thousand Men, & Cloth for five or Six Thousand, yet the Ship Appeared to be very Deeply Laden.

*John Barry*

"NEW LONDON Augt. 2. 1782

"State of Connecticut Ss County of New London 2d. Augt. 1782

"Then personally appeared John Barry Esquire Comr. of the Contl. Frigate *Alliance* & made solemn Oath to the truth of the above deposition by him Subscribed.

"Before me

"JOSHUA COIT Justice of Peace."

"NEW LONDON 24 July 1782.

"SIR: I have the honor to transmit to your Excellency the proceedings taken from the Logg Book of the Frigate *Alliance* relative to the *Marquis La Fayette*, a Ship Loaded with Continental Stores and under the Convoy of the Frigate *Alliance*.

"Port Louis 28th March 1781, hoisted a Red & White Pendant at the Mizen Peek, as a Signal for the *Marquis La Fayette* to get under sail—the *Marquis* did not Comply with the Signal, but remained at her Moorings—the 29th made a Signal for the *Marquis* to get under way. She still Continued at her Moorings—the 30th hoisted a Red & White Pendant at the Mizen Peek as a Signal for the *Marquis* to get under way—Capt. Barry & the Pilot went on board the *Marquis* in the *Alliance's* pinnacle to know the Reason the Capt. did not Comply with the Signal—Soon after Capt. Barry & his Pilot got on board the *Marquis*,

She got under Sail.—Shortly after Capt. Barry & the Pilot Came on board the *Alliance*, we Slipped our Moorings & proceeded to Sea in Company with the *Marquis*—April 3d Fell in with two Privateers, gave each of them a Broad Side, one of them Struck, the other Run, the *Marquis* at that time some Distance to Leeward—hove out a Signal for her to take Charge of the Privateer that had struck, for while we went in Chace of the other, which we shortly after took—April 25th. Blowing Very hard Gale—at half past 6 A. M. Came on a Very hard Squall, Split our Foresail, & Fore Top Mast Stay-sail the *Marquis* then in Sight.—At half past 8. lost sight of the *Marquis*.—Soon afterwards bent a New Fore Sail, & Fore Topmast Staysail— the 26th the *Marquis* not in sight, as soon as night Came on, shew'd false fires every hour—the 26 & 27th Cruiz'd about in order to find the *Marquis*, but all to no purpose.—

“Your Excellency will have here Inclos'd a Copy of a Letter from Capt. Wm. Robeson. the original being already forwarded.

“I have the honor to be

“with Proper Respect

“Your Excellency's

“Most obed't

“Hum'l Servt.

“His Excellency  
the President of Congress”

“JOHN BARRY.”

Public service.

[Addressed] His Excellency The President of Congress

[Endorsed] Letter No. 153 July 1782. Philadelphia.

Capt. John Barry relative to conduct of Capt. Gallathieu of *Marquis La Fayette*. Read Aug 5. 1782.

(Copy.)

“STATE OF CONNECTICUT Ss

“New London County

“2d August 1782. There personally appeared John Barry Esqr. Com'r of the Cont'l Frigate *Alliance* and made solemn oath to the truth of the Relation contained in the above. Letter by him subscribed Before me

“JOSHUA COIT

“*Justice of Peace*”



In "The Papers of Congress," No. 78, (vol. IV, p. 307), we find a duplicate of this report, with the addition: "Capt. William Robeson, late of the State of South Carolina, who was a passenger on board the *Marquis*, and which convinces me that the Captain of the *Marquis* left the *Alliance* on purpose.' A copy of Capt. Robeson's letter is appended:

"NANTES 22nd Jany. 1782

"DR. SIR: I very sincerely Congratulate you on the Recovery of your Wound, & your Safe Arrival again at L'Orient—I have been fated & decree'd otherways—I thought my Prospect in getting home pointed in the *Marquis* in Company with you very soon, until the fatal morning of our Separation—that was the fault of Capt. Gallatheaue by bearing away Contrary to every argument I could use, Nevertheless a Good & a brave Man— Five Days after our parting we fell in with a Jamaica fleet, & after three hours Close & hard fighting, we were oblig'd to Surrender to Very Superior force—The *Marquis* Reduc'd to a perfect hulk & afterwards tow'd thirteen Days by the *Suffolk* of 74.—I shall give you further particulars of this unfortunate event, when I have the pleasure of Seeing you.

"I am now about to make the other essay—pray when do you Sail and whether on a Cruize, or Return immediately, if the Question is fair, be pleas'd to Inform me, & at the same time pray tell me what you did with my Trunk, it was directed to my then Brother Andrew Robeson at Philadelphia, who I have been unfortunate to loose—I will not trouble you with a Long Letter, as I do Suppose according to Custome, you have more Important Concerns to Occupy your mind—I will thank you to be so friendly as to drop a Line to the Care of Mr. Williams here, & you will Confer an Obligation on one who is truly & sincerely

"Dr Sir—

"Your Most Obed't Servt.

(Copy)

(Signed) "WM. ROBESON"

"Attested—John Barry.

"STATE OF CONNECTICUT Ss New London County.

"New London 2d August 1782—Then personally appeared

John Barry Esqr. Commander of the Continental frigate *Alliance* and made solemn oath to the truth of the Relation contained in the above Letter by him subscribed.

"Before me JOSHUA COIT *Justice of Peace*"

On July 24th, 1782, Commodore Barry wrote to Mrs. Barry from New London that he had sent in the wagon "a wash kettle full of claret." He advised her "not to stay so much at home" that "it was clever to visit ones friends now and then; besides it was helpful to good health." [Ms.]

While Captain Barry was home in July is probably the time he contributed £37.10 to the fund for the improvement of St. Mary's Church, in which he held pew no. 34 north aisle. At that time the Church had but four rows of pews and no middle aisle as of recent years. His subscription was the third highest.



## CHAPTER XVI.

CRUISE OF THE ALLIANCE IN THE WEST INDIES AND OFF NEW-  
FOUNDLAND.—CAPTURES EIGHT PRIZES.—TAKES FOUR  
PRIZES TO FRANCE.—AND SENDS FOUR TO THE UNITED  
STATES.—BARRY'S REPORT OF HIS OPERATIONS.

Again let Mate Kessler tell of the *Alliance* under Captain Barry:

"August 4, 1782. Left New London on a cruise at 4 A. M. and at 7 o'clock A. M. retook and sent into New London a brig (loaded with lumber and fish) which had been cut out of Rhode Island by the enemy.

In his *Ms. Autobiography* Kessler mentions this cruise as "first to the island of Bermudas, afterward Eastward to the Banks of Newfoundland."

"August 9th. Took a schooner bound from Bermudas for Halifax with a cargo of molasses, sugar and lime, and sent her to Boston.

"August 19th. Made the Bermudas islands, and after decoying a pilot on board and chasing several vessels, among which was the *Experiment*, privateer of 18 guns, which, however, got into St. George's harbor.

"August 23. Captain Barry sent the boat on shore with the captain and owner of the Bermudas schooner (taken on the 9th of August), and for them to inform the Governor that unless all the Americans which they had prisoners were sent on board the *Alliance*, he would remain three weeks to hinder any vessel from going in or coming out, and which he could now effectually do, as their whole force was not sufficient to cope with the *Alliance*."

This schooner was the *Polly* commanded by Samuel Tufts who that day, August 23d, signed a parole as a prisoner of war promising on his honor to effect an exchange of American prisoners immediately on landing. This parole is in possession of Capt. John S. Barnes, of New York.

Kessler's narrative continues.

"August 25. A small sloop was coming out of St. George's harbor, which was supposed to be coming with the prisoners, but unfortunately for them we were then in chase of and coming up with the *Hawk* privateer and her prize. The prize we took, but the privateer escaped, and other vessels heaving in sight, we continued chasing daily until 30th August, when we spoke a brig from Guadeloupe bound for Rhode Island, who gave information of the sailing of a large fleet from Jamaica, which we might overhaul and which Captain Barry immediately concluded to attempt by running Northeastward without again making Bermudas (we then being in Lat. 35.35)."

This prize was the sloop *Fortune* in command of Periont Trott as prize master. On August 26th, he signed a parole promising on landing at Bermudas to effect not only an exchange for himself but "an equal number of Americans for the English prisoners now on the *Alliance*."

There were seven English prisoners. Kessler's recital further informs us:

"Sept. 8. Spoke a Nantucket brig from a whaling cruise, which we took on account of their having Admiral Digby's protection and permission to bring their oil to New York.

"Sept. 10. Sounded in 40 fathoms water on Newfoundland banks.

"Sept. 18. Took a brig, one of the Jamaica fleet, and sent for Boston; from her we learned that the *Ramilie*, 74, one of the convoy, foundered in a gale, and that the fleet was scattered.

Kessler relates:

"Sept. 24, took two ships; Sept. 27, took a large snow, and Sept. 28, took a dismasted ship and all of said fleet and ordered them to Le Orient, where with our prizes we arrived on October 17th and the prisoners sent on shore except such as had entered. They went with much reluctance. They having families at Glasgow, where they chiefly belonged, was the only reason for not all the privates remaining with us. The separation was more like the separation of old friends than that of indivi-

duals of nations at war. That their treatment on board was good, a statement of the manner will show.

"As usual with Captain Barry, such part of the Captains as could be conveniently accommodated were with him in the cabin, the remainder found themselves welcome in the wardrobe. The mates were received by the petty officers and the privates between decks amongst those of the *Alliance*, enjoying fare alike. No confinement, no abridgment of food nor any labor required of them. Amongst the prisoners were several officers of the 74 (which had foundered). The difference between the usual treatment given by British commanders to American officers (although of public vessels) and the treatment which they and the officers and crew of private vessels received from Captain Barry made them blush for their country.

"We captured three ships, one snow, two brigs, one schooner, and one sloop, all merchant vessels, variously loaded, with four of which we arrived at Le Orient. I was prize master of one of the four (I must here observe that through the friendship of Captain Barry I had been some time preferred to the station of a rated midshipman, and now commenced acting as a master's mate).

"Our prizes were put into the hands of an agent."

On Sept. 20th, Capt. Barry issued to his prize convoys these Private Signals.:

In case of separating & meet again, I will hoiste a Chequered Flagg at Main Top Gallt. Masthead & a French Flagg at Mizen Peek. You will hoiste an English Ensign at Main Top Gallt. Masthead—if I am to windward, I will haul up Courses & haul down the Flagg at Mizen peek, but if to Leeward, will Clue the Main Topsail up & haul down the Flagg at Main Top Gallt. Masthead. You will then haul your Flagg down.

(Signed) JOHN BARRY.

(Endorsed:) JOHN BARRY, Esq.,

Septr. 20, 1782.

Orders.

[*Ms.* Pension office, Washington.]

On Sept. 28, Capt. Barry issued this order to the Masters of the prize vessels.

At Sea On Board the *Alliance*, 28 Sept. 1782.

SIR:—

You will take Care to keep in Sight of the *Alliance* & at all times make all the sail you Can. Should you be separated from us, or I should heave out a Signal for you to make the best of your way, in that Case you will make the best of your Way for L'Orient, & on your arrival you will deliver Vessel & Cargo to Mr. Thomas Barclay, Consul Genl., as I shall send the papers on board your Vessel.

In Case of falling in with any of ye fleet, Personate the Captn. & go by your Papers, taking Care to keep these Orders & my Signals private.

Yrs. &c.

(Signed) JOHN BARRY.

Mr. John Kessler.

(Endorsed:) Prize Masters Orders

from Captn. Barry

Septr. 1782.

[Ms. Pension office, Washington.]

The United States Agent, Thomas Barclay to Mr. Dumas:

L'ORIENT, 17th Oct. 1782.

Capt. Barry in the Frigate *Alliance* is arrived at Groy about 2 miles from here with four Prize Vessels form Jamaica laded with Rum and Sugar, his American letters are not yet ne up but I hope by next post to write Mr. Adams some rs from America, notwithstanding my calling twice at Paris, aeable to the directions he gave me. [Papers of Congress. 101, p. 278, State Dept.]

he next day, October 18th, Capt. Barry wrote home an unt of his voyage. It was published in *The Pennsylvania et* of December 17th, 1782, as

xtract of a letter from John Barry, esquire, commander United States Frigate *Alliance*, dated L'Orient, October 82.

"A few hours after I sailed from New London, I retook a brigantine and set her in there; proceeded as fast as possible off Bermudas; on my way I took a schooner from that place for Halifax; after cruising off there for twelve or fifteen days, I retook a sloop from New London and sent her for Cape Francois, finding the prizes I had taken of little value either to myself or country, and in all likelihood should be obliged to return into port soon for want of men, was determined to alter my cruising ground. I therefore thought it best to run off the banks of Newfoundland. On my way thither I fell in with a whaling brigantine with a pass from Admiral Digby; I man'd her and sent her for Boston. A few days after off the banks of Newfoundland, I took a brigantine from Jamaica bound to London, loaded with sugar and rum, and sent her for Boston; by this vessel I found the Jamaica fleet were to the eastward of us; I then carried a press of sail for four days, the fifth day I took two ships that had parted from the fleet, after manning them, and fresh gale westwardly, I thought best to order them for France; a day or two after I took a snow and a ship belonging to the same fleet. Being short of water, and a number of prisoners on board, the westwardly winds, still blowing fresh and in expectation of falling in with some more of them, I thought it best to proceed to France, with a determined view to get those (I had already taken) in safe, and after landing the prisoners, to put out immediately; but meeting with blowing weather and a high Sea, I lost the sails of the head and was in great danger of losing the head, which accident obliged me to put in here, where I arrived yesterday with the above four prizes, after repairing the damages and getting what the ship may want, I shall put to Sea on a cruise. I have likewise to inform you that the *Ramilies*, Admiral Graves's ship, foundered, but all the crew saved, several of which were on the prizes I took. We have likewise an account that another ship of the line was lost and the crew saved, the merchants ships suffered very much, there are a few vessels of the same fleet in here, taking American Cruisers belonging to Salem. There are about 1200 hogshead of sugar and 400 hogshead of rum in the four prizes besides some coffee and logwood.

The prizes taken on this cruise were the *Anna*, *Britannia*, *Kingston* and *Commerce*. They were sold at public auction in the presence of the Judges of the Admiralty and King's Attorney in virtue of the condemnation of Benjamin Franklin. Plenipotentiary of the United States at Paris, April 15th, 1783. The account, signed by Thomas Barclay, Naval Agent, shows:

THE KINGSTON brought.....	£144 446 15.11
THE COMMERCE brought.....	£198 597 7.7
THE BRITANNIA brought....	£83 087 9.1
THE ANNA brought.....	£136 488

[Ms.]

The account of prize money advanced to the officers and men of the *Alliance* for the *Britannia*, *Anna*, *Kingston* and *Commerce* amounted to £107.091.16.10. [Ms.]

So the Rum and Sugar and Coffee and Logwood were profitable if not enjoyable combinations to the officers and crew of the *Alliance*. One half of all prizes was the share of the Government. The other half was the portion of officers and crew of the captor. A Captain was entitled to six shares.

On the snow *Commerce* a mutiny was contemplated, if not attempted. This appears from the signed testimony given "October 3d, 1782, on board the *Alliance*" that "voluntarily appeared before me and made oath on the Evangelists of Almighty God, that Robert Cane, Denis Doherty, Francis Courteal and Manuel Jack, seamen belonging to the *Alliance* purposed to the subscribers to take the snow *Commerce*, prize to the said *Alliance* and carry her into Ireland and that we have been on deck for several hours together without any of the people belonging to the *Alliance*."

Witness,	MATTHEW W. ARON,
(three)	HIS
Names illegible.	WILLIAM X TEES,
	MARK
	JOHN BARRY,

*Com. of Frigate Alliance.*

[Barnes 943.]



On October 3d. Dr. James Geagan, Surgeon of the *Alliance*, addressed the following Communcation to Capt. Barry.

On board the *Alliance* Oct. 3rd, 1782.

Capt. "Jno" Barry:—

Sir:—

As a Surgeon in the Navy & *appointed through your means to this Ship* I shall punctually perform whatever orders may come to me from you, or by your directions. But as I totally disaprouve of administering medicines to any set of men depriv'd of the most essential means of their taken effect, I beg you would take into your consideration if it would be advisable in me, or to your credit as (*appointing me*) to send you in a list, or even to inquire about a sett of distressed men whose only remedy can be, by numbering them on a sick List. Your orders shall be obey'd with as much punctuallity as is possible.

JAS. GEAGAN.

Superscribed on the back as follows:—

CAPT. JN. BARRY

Also, below this and written in the opposite direction:

From

DOCTR. JAS. GEAGAN

3 Octo 1782

[Collection of Mr. Charles Roberts.]

Was Dr. James Geagan, a brother of Chaplain Timo. Geagan of *The Alliance*?

. He was given furlough to visit relatives at Bordeaux and, as we shall see, applied to Captain Barry for an extension.

Captain Henry Johnson, at Bordeaux, on October 26, 1782, wrote to Captain Barry, addressing him as "my dear friend": "With pleasure I hear of your arrival and the success you have met with. May you continue to be fortunate. I am caulking my ship, fitting her rigging, but for what or who I cannot say, as I imagine she will be hauled up and everyone discharged. We have not capital enough to fit her. If so I shall be along to the North and Nantes or L'Orient. If nothing offers that I like, I shall make the best of my way to America, perhaps beg a passage of you—I hope you left your agreeable little woman well." (Collection of the late Charles Roberts.)

## CHAPTER XVII.

CAPT. BARRY IN FRANCE.—CORRESPONDENCE WITH LAFAYETTE  
AND FRANKLIN.—OFFICERS OF THE ALLIANCE REFUSE  
TO DO DUTY UNTIL PAID BACK WAGES.—SAILS ON  
CRUISE TO THE WEST INDIES UNDER ORDERS  
OF CONGRESS TO BRING SPECIE FROM  
HAVANA.

The documents to follow are copied from Captain Barry's Letter Book from October 9th, 1782 to April 19th, 1783, 60 pages. It was purchased by the Library of Congress at the sale of Commodore Barry's papers, June 14th, 15th, 1901, by Davis & Harvey, Philadelphia. These letters greatly aid in the telling of the career of Capt. Barry:

BORDEAUX Oct 9. 1782

DR SIR

Notwithstanding ev'ry endeavour to gain this place in due Season, I only arrived here yesterday. You will not be Surprised at the Occasion of the Delay when I assure you that neither pay nor prayers could procure horses between this and Rochelle on acct of the Count de Artois return to Paris, they having been all (except a few decrepate ones) been ordered to meet him. The pleasure and satisfaction I've rec'd since my arrival in this place, can only be Conceiv'd by those that have been a long time absent from their Dearest friends You that have got such, and whose absence from them is longer than mine can easily conceive how difficult it is to part in a few Hours. I beg I may be indulged a few Days from the Limited time if possible. I do not expect to exceed it by more than four. My sisters and Brothers join me in wishing you ev'ry prosperity.

I remain

CAPT. BARRY  
L'Orient

Your very sincere friend  
(Signed) JAS. GEAGAN.

L'ORIENT 31 Oct. 1782

SIR

I had the Honor to write you a few Days past, wherein was a request that I fear will be of too much trouble to you, however as it is of material Consequence to me to know if it is likely we shall soon have peace or not, I therefore flatter myself from a former Desire to serve me you will indulge me in this and Believe me I shall ever hold it one of the greatest favors confer'd on

Sir  
Your Most Obedt  
Hum<sup>e</sup> Servt  
(Signed) JOHN BARRY.

HIS EXCELLY MARQUIS LA FAYETTE  
a Paris

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L'ORIENT 31 Octr 1782

SIR

Having nothing to Communicate to your Excellency of any Consequence but my arrival here and that Mr. Barclay promised me he would announce, I therefore thought it would be only troubling your Excellency to write, as I was at that time in Expectations of being to Sea before an Answer Could Come from Paris, some Necessaries being wanting to the Ship has detained her longer than I expected, Lieut. Barney of the Continental Ship Genl Washington being just arrived. & who informs me he is immediately under your Excellency's Particular Orders as She was built on purpose for a Cruizer, and of course will Carry but Little Goods, She will be of Little or no Service on that Head. If you mean her to go on a Cruize, I think you would render great Service to the United States to order her out with the Alliance who will sail in about Ten Days.

I have the Honor to be

Sir,  
Your Excellencys  
most obt  
hum<sup>e</sup> Sert  
(Signed) JOHN BARRY.

HIS EXCELLENCY  
BENJN FRANKLIN ESQR.

BORDEAUX 1 Nov. 1782

DEAR FRIEND

With pleasure I broke your seal of 21 Inst. I assure you no Man feels for your success more than I do. It was with heart-felt pleasure I heard the news. I have heard from Boston since you left it. Am still under Obligations to you for the pains you have taken to communicate to me the Situation of our Family in Boston. I am as you say in some Difficulty respecting my Ship. I have been waiting an answer from Mr. Barclay to a letter wrote him by Messrs. Paul Narie (?) & Son, as also an answer to a letter I wrote Mr. Moylan on another subject which he has not answered as I expected. Without doubt he has his reasons for it. I am sorry, as I could have brought with me 50 or 60 Men and good ones. I shall next Monday begin to Discharge the Ship, we shall all be paid off and sent about our business. I shall endeavor to buy a part of some small vessel to get me home. I cannot get my affairs done time enough to get to L'Orient to go with you. Am sorry, as I could bring you I fancy two or three Volunteers with me who would please you for Officers. It will take me ten days or more to take a proper Acct of everything belonging to the Ship, pay my men off and settle evry' account. The Ships Rigging is all compleatly fitted except her lower shrouds, her Gun Tackle, &c., all overhauled that will answer for some one else. I was in hopes to have procured a freight for her to Baltimore or Philadelphia, as I imagine if She arrived there Mr. Morris would have bo't her for Gouvernement, as She is a stout firm Ship and will last a long time. I Imagine She would cost for Sea Copper Sheathed about Thirteen Thousand pounds Sterling from the price the owners sett upon her which was 200,000 livres.

Monsieur Beaumarchais is here now. He has bought the Tantarque 64 Gun Ship which lays in Providence River. If I do not hear from Mr. Moylan ~~in a few~~ Days, I shall talk with him on the subject of going to America and Repairing her for him and get her for Sea by August next to go to Virginia to take a Load of Tobacco.

I am Dear Barry

JNO BARRY ESQR  
L'ORIENT

Yours Sincerely  
(Signed) HENRY JOHNSON.

L'ORIENT Octr 26 1782

SIR

I had the Honor to receive yours of Yesterday dated respecting a German who enter'd with me. He speaks French and may attempt to pass for a Frenchman. You may be assured if so, he deceives you. When in this place last, I delivered the Frenchman I had on board to the Commandant, even at that time he protested he was a German. Therefore for leaving my Ship without orders, he has broke his contract, and I do not think I am bound to pay him either wages or prize money.

I have the Honor to be

Sir, your most Obedt

CAPT PLUVINER (?)  
of the Ship

hum<sup>e</sup> Servt

(Signed) JOHN BARRY.

L'ORIENT 28 Octr 1782.

SIR

Permit me to acquaint your Lordship of my arrival in France after a successful Cruize wherein I took prizes, four of which I brought in here, the other four I sent to America. A few Days before I sailed I had the pleasure of seeing his Excellency General Washington, who inquired very particular about your health. I am sorry to give you Trouble, but it would lay me under particular obligations if you have any thing new at Court, or any Expectations of Peace soon, you would lett me know it as I sail in Ten Days on a Cruize, and perhaps may soon go to America. Be pleased to make my best Respects to Count de Noailles & believe me Sir

To be your most Obedt

and Very hum<sup>e</sup> Servt

MARQUIS DE LA FAYETTE

(Signed) JOHN BARRY.

L'ORIENT Nov. 17th. 1782

SIR

When I had the pleasure to receive your obliging Letter, I was very much Indisposed with a fever which has confined me to my chamber this Ten Days. I am now Sir jest able

to write you a few Lines to thank you for the Information you was pleased to give me. As for my Going to Paris this time it is out of my power, as the Ship is ready to sail, only waiting for my Recovery, which I hope a few days to be able to go on board. You say you are going to America. I envy the Captn who is to take you. I wish I was in his place, but altho I am deprived of that Happiness at present, I hope to have the pleasure to command the Ship that conveys you to your Native Country—and then Sir I will certainly pay a Visit to Paris—and I hope to have the Honor of seeing Lady Fayette, who I have not the pleasure to have ever seen. It was my Brother that had that Honor in Bordeaux, who is since lost at Sea. Be pleased Sir to make my best Respects to Lady Fayette & Count de Noailles & belieye me to be Sir

Your Obed. & Very hum<sup>e</sup> Servt

MARQUIS DE LA FAYETTE

(Signed) JOHN BARRY.

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ON BOARD THE ALLIANCE 17 Nov. 1782

SIR

We do by these presents apppoint you as agent for us with full power to take into your possession our parts of prizes, property taken by the Alliance and brot to this port and to appear for us & in our behalf in any cause or causes for the Recovery of the same, the money arising from the sale thereof to be disposed of as each of us will direct. We would wish you to signify to us if it is agreeable to you to expect it.

We are Sir with Respect & friend<sup>p</sup>

JNO BARRY ESQR

JOHN BUCKLEY

P. FLETCHER

HUGH SMITH

N. GARDNER

SAML COOPER

M. PARKE

JAS GEAGAN

THOS ELWOOD

---

L'ORIENT Nov. 18. 1782

Gentlemen—

I received yours this morning & note the Contents, as for being your Agent I except of it, but at the same time should be glad to know how much money each of you may want here,

and what you intend to do with the other part. Should be glad to know Immediately, as I am Determined to sail this Week if Wind and Weather Permitt

TO THE OFFICERS ON BOARD

I remain Yours &c

THE ALLIANCE

(Signed) J. BARRY

P. S. MR. GARDNER

You will send all the Officers  
on shore to get the Remainder of their  
Stores and Sign their Indents—

---

On board the Frigate Alliance,

L'ORIENT Novemr 18 1782

SIR

We address you on a subject that we look upon Just and equitable and we have no Reason to believe but that you look upon it the same. You are sensible that we have served a long while in the Ship and have rec'd but very little pay, while we have been informed that Officers serving at the same time in a Different Ship have rec'd considerable Compensation. Be that as it may we look upon it that we have a very Great Right to expect our wages from the Assurances of Mr. Morris that it was only a Want of Money which prevented him from paying us, and his further assurances that we should be paid when there was money to do it, and that property taken by Continental Ships should be appropriated to that use, added to your word that if we went into any port where there was money to be had, we should be paid, we are Emboldened to ask for it as we have brought in so considerable a property for the Continent. We are very sensible it is very difficult to raise money here, we will therefore be satisfied to receive notes on the Consull—they being excepted by him to be paid to our order in three, four or five months. We make no doubt that we can get credit here on them and would be very happy to have an answer from you

We are with Respect & Friendship,

JOHN BARRY ESQR.

SAML COOPER

P. FLETCHER

JAS GEAGAN

M. PARKE

THOS ELWOOD

NICHS GARDNER

JOHN BUCKLEY

L'ORIENT NOV. 18 1782

DEAR FRIEND

When I had the pleasure to receive your favor of 1st Inst. I was confined to my Bed with a Billious fever which lasted without Intermission for Five Days—I have been in a great measure confined to my chamber for Fifteen Days, but I am now thank God jist able to scrawl over a few lines to you to thank you for your kind wishes for my success. The Ship is now ready for Sea, only waiting for my getting strength to go on board and proceed on a Cruize. I am very sorry Mr. Roberts did not come, if your ship is to be laid up I think it would have been better for him. Old Welsh is quite superannuated in short has no more command on board than one of the smallest Boys on the Ship. I intend to leave him here to take charge of the prizes, & then lett him get a Passage to Boston—in short I always pittied him, having a large Family and nothing to support them, was determined to put up with him until he could get something handsome here. Now he will receive something handsome here, he may carry it home with him & do as well for himself as he can—for he is not fit for a Ship of War.

With respect to your Ship, I think you had better take Mr. Barclay's offer, and on your arrival in America She may be bought for the public and then you will be in your proper Line—as for going home with me, I can only say if it had happened so, you should be as welcome to everything I had on board as myself—My compliments to J. Jones and all friends, and believe me Dr Friend to be

Your affectionate Friend

CAPV. JOHNSTON  
BORDEAUX& Very hum<sup>e</sup> Servt  
(Signed) J. BARRY.

L'ORIENT NOV. 18. 1782.

DEAR SIR.—

When yours of 30 Ultimo came to hand, I was flat on my back with a billious fever, which lasted without intermission for five Days, and in a Great Measure confined [me] to my Bed for Ten Days More. I am now jest able to scrawl a few



Lines to you to thank you for the pleasure you take in my Success. believe me it gives me pleasure to hear you are settled to your satisfaction, & no one knows better how freely you will share with your friends then your hum<sup>e</sup> servt. You know I suppose, that Capt Nicholson is out of the Dean, and Capt Manley has the command of that Ship, but that is not all. A court of Inquiry has set on him, and bro<sup>t</sup> in their Verdict that he ought to be Try'd by a Court Martial—enough on that subject.

The Alliance is ready for Sea only waiting for her Com. to gain a little strength to step on board and proceed on a cruize, which I hope will be in all this week. I expect in two or three Months to have the pleasure of being in that part of the World where you and I have spent many happy hours together, and where I hope we will again, till then I remain

Dr Sir,

Your sincere friend & Very hl Servt

Mr. SAML WHITE

(Signed) J. BARRY.

BORDEAUX 18 Nov. 1782

DR FRIEND

I am sorry to hear of your having been Indisposed, am happy to hear of your being in the mending hand. The affair of the Flora is at an end and she is to be hauled up without ceremony. I shall if Mr. Barelay has no occasion for me, buy me a part of some little Vessel and go anywhere its all the same to me where if I can get money. I should have wrote you a longer Letter, but I hardly know what I am about, as I am almost crazy at the Loss of my dear Friend James Jones who Departed this life Sunday Morning, 1 o'clock, the severest shock I have experienced, it will take me a long while to find such another Bosom Companion. However we must submit to fate he had been unwell for two or three Weeks past, the fourth Day after he was confined to his bed he was a corpse.

Adieu D<sup>r</sup> Friend, believe me to be

CAPT JNO BARRY

Sincerely Yours

HENRY JOHNSTON

L'ORIENT Nov. 19. 1782

GENTLEMEN—

Yours of yesterdays date I have before me, am a good deal surprised at the contents. I am confident that you have serv'd on board the Alliance the Greatest part of you as long as I have been on board & some of you longer, as to what happened to the Ship before I took the command of her, I have nothing to do with, but since I have been on board the Alliance, I have taken upon me without orders to advance sundry months pay to each of you, and that in a place where you could lay it out to advantage. You say Mr. Morris has given you assurances that your wages should be paid as soon as he could get Money especially if that Money was procured by Contl Vessels—tis True we have taken prizes and shall lodge Money here, but Mr Morris did not tell you that Mr Barclay or myself was to pay you. On our return to America you have an undoubted right to make a Demand for your Wages, and I have no doubt that Mr Morris will not only order your Wages paid but the Wages of every officer & Man on board ye Ship who is entitled to it. You say I told you if we went into any place where there was money you should be paid. I deny ever saying you should be paid, if I recollect the words that I said it was if we went into the West Indies and there was public money in the place you should not want money, but at the same time did not expect that if you had prize money due and Recd as much as satisfyd your wants that you would make so unreasonable a demand. You must be very certain that Money is not to be got here, and as for giving Notes on the Consul, that I am not entitled to do, nor would he except of them. In short I must think that you have but a poor oppinion of your Country or Mr Morris' Word to receiving your Wages in America where that Money will be of more Value to you, as you might buy Bills at 15 or 20 p c Discount & have the money here in that time. I certainly have as much Reason to complain as any of you, but I know it is but a folly to Grumble. I can only say this, that if your Wages are not paid every farthing on our arrival in America, I will Join you in any petition or Remonstrance you may

think proper—in short there can be no excuse to pay you  
evry farthing that is owing to you and you may Depend I  
will do evry thing you can require from me

I have the pleasure to be, Gentlemen

To P. FLETCHER

Your Most Obt

M. PARKE

Huml Sert

Th ELWOOD Officers of the

(Signed)

N. GARDNER Alliance

JNO BUCKLEY

SAML COOPER

JAS GEAGAN

*John Barry*

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L'ORIENT HARBOUR NOV. 29 1782

SIR—

I beg leave to acquaint you that the carpenter has requested  
Tarpolians for all the Hatches fore and aft, and would beg  
your Direction what sort of canvas to make them with, whether  
new or old? I would likewise give it as my oppinion that we  
have not any old Canvas fit for the purpose. I beg your  
answer on the matter & am with due respect

Sir Your Most Obedt

Huml Servt

CAPT BARRY

JOSEPH LEWIS

BOATSN

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L'ORIENT, 24 Nov. 1782

SIR.

Your Visit to me a few moments ago, convey'd threats that  
I am not acquainted with—and you may be assured shall not  
pass over so light as you may expect.

You say you was sent by the Officers to lett me know they  
would not go on board without 2 thirds of their Wages you  
have been already informed by me that I have no power to  
pay your Wages and was I ever so willing it is impossible  
for me to do it here, however, as I have it only Verbally from  
you that the Officers will not go on board, I have reason to

suppose that you are the only one of that way of thinking.

I do hereby order you on board the Alliance by four o'clock this afternoon & there do your duty as becomes your Station till my further orders.

MATHEW PARKE ESQR CAPT M<sup>A</sup>  
OF THE ALLIANCE

(Signed) J. BARRY

L'ORIENT 25 Nov. 1782

SIR—

I wrote to you yesterday ordering you on board to your Duty, but from information, I find you are still on shore & have not comply'd with my orders. In consequence of Which I order you under an Arrest, and as you have refused to go on board the Alliance you must look on yourself as having nothing to do with that Ship till you are try'd by a Court Martial in your own country—

MATHEW PARKE ESQR CAPT M<sup>A</sup>  
OF THE ALLIANCE

(Signed) J. BARRY

L'ORIENT 25 Novem. 1782

SIR

I find all the Lieuts & Master is out of the Alliance the consequence of which is that I do not chuse to leave the Ship Longer Destitute of a Commissioned Officer. I therefore order you on board by two o'clock this afternoon & then do your Duty till further orders—

LIEUT PATRICK FLETCHER  
OF THE FRIGATE ALLIANCE

(Signed) J. BARRY

L'ORIENT 25 November 1782

GENTLEMEN

You wrote to me a few days ago requesting me to be your agent. The time is too short for me to get what money you want. I therefore decline having anything to do with that Business, and you must get somebody else to do it.

PATRICK FLETCHER

MATHEW PARKE

NATHL GARDNER

JOHN BUCKLEY

SAML COOPER

JAS. GEAGAN

I remain

Gentlemen

Yours &c

(Signed) J. BARRY

L'ORIENT 26 Novembr 1782

SIR

I wrote you yesterday acquainting you that all the Lieuts was on shore, and at the same time ordered you on board to do your Duty—You have not comply'd with my orders, nor neither do I find you intend it, in consequence of which I do hereby order you under an Arrest, and as you have disobeyed my orders in not going on board the Alliance you have no more to do with that Ship till you are try'd by a court Martial in your country.

I remain Yours

CAPT PATRICK FLETCHER (Signed) J. BARRY

L'ORIENT 26 November 1782

SIR—

I am well informed that all the Lieuts and Master is out of the Alliance. The consequence of which is that I do not think proper to leave the Ship without a Commissioned Officer. I therefore order you on board by four O'Clock this afternoon & there do your Duty till my further orders.

LIEUT NICH S GARDNER (Signed) J. BARRY

L'ORIENT Nov. 26 1782

SIR

The safety of the Alliance obliges me to take you from the Prize Commerce where you are at present so usefull & order you on board to your Duty. The consequence of which is that the Good of the Service obliges me contrary to my Inclination to put evry officer who refuses to do their Duty under an arrest. You will order Mr Kessler on board the Commerce to take care of that Prize. When you go on board you will send the Kegg on Board the Prize Commerce that was taken out of that Vessell & get a Receipt for it.

I am

LIEUT HEZEK<sup>W</sup> WELSH

Yours &amp;c

(Signed) J. BARRY

L'ORIENT Nov. 26. 1782

SIR

I expect you will get the stores you have indented for for the Alliance as soon as possible as the Ship is already to proceed to Sea but for want of them. If you find any Difficulty in procuring them you will lett me know. You will likewise Deliver Mr Eayres [?] the amount of the Slops of the men he may want—

I remain

MR SAML COOPER. PURSER  
OF THE FRIGATE ALLIANCE

Sir Yours  
(Signed) J. BARRY

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L'ORIENT Novem. 25. 1782.

SIR

The Situation of a few Persons on board the Alliance obliges me from motives of Duty and Humanity to my fellow creatures to pay them Regular Attention as a Surgeon. I request Sir You'd look on my punctuality of Attendance in that Light as no Consideration in Life lett the Consequences be as they may, or my feelings on such an Occasion be ever so disagreeable induce me to follow any other fate than that of my Brother Officers & Messmates

I am with Respect & Esteem,  
Your well-wisher  
(Signed) JAMES GEAGAN

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L'ORIENT Nov. 26. 1782

SIR

I last night Receid yours of the 25th Inst. wherein you say the Situation of a few Persons on board the Alliance obliges you from Motives of Duty and humanity to your fellow Creatures to Pay them RegularAttendance as a Surgeon.

I never had any Reason to Suppose that Doctr Geagan was wanting in his Duty as Surgeon of the Alliance. As to humanity I leave that in your own breast, & you must be the best Judge whether you have Done Justice to your patients or not. But with Respect to your Sharing the fate of your Brother Officers I do not understand what you mean. If you are entered into

a Combination against the Ship Alliance, or me, or that of doing your Duty as officers bearing Commissions and Warrants in the Service of America, I understand you. However I expect you will continue doing your Duty as Surgeon of the Alliance, and that you will tomorrow get what Stores may be wanting for the Cruize in your Department. If you have any difficulty in procuring them you will acquaint me. In Short I can hardly believe myself whither the Words in your Letter was Dictated by you or not but to Convince me they were, I Expect an answer to this.

DOCTR JAS GEAGAN

FRIGATE ALLIANCE

I am Sir Your Huml Servt

Signed J. BARRY

L'ORIENT 26 Nov. 1782. 5 O'Clock Aft

SIR

I wrote you this morning acquainting you that all the Lieuts were on Shore, and at the same time ordered you on board to do your duty. You having not Comply'd with my orders nor neither do I find you intend to it, in Consequence of which I do hereby order you under an arest and as you have Disobeyed my orders in not going on board the Alliance, you have no more to do with that Ship till you are try'd by Court Martial in your own Country

Yours &amp;c

LIEUT NATHL GARDNER

(Signed J. BARRY)

L'ORIENT 27 Nov. 1782

SIR

The Ship Alliance being near ready for Sea, & as Master of that Ship I think it your Duty to be on board & assist in getting evry thing ready. I do therefore order you on board by four o'clock this afternoon. Should you want anything from the Shore before the Ship sails, you will acquaint me, & I will give you permission to do your Business

I remain yours &amp;c

MR JOHN BUCKLEY

J. BARRY

L'ORIENT 27 Novem. 1782

SIR

I do hereby order you on board the Alliance & prepair the Ship for Sea. You are to lett no one on Shore unless on Ship's Duty. I wish you to Quarter the Men, & lett me know how many are on board.

For disobedience of orders I arrested Capt Parke Mr Fletcher and Mr Gardner, therefore they have nothing to do with the Ship, and as I have had hints from Mr Buckley that Somebody got Plunder to the Amot of Three Hundred Pounds I order you not to lett anything be taken out of the Ship but what Properly Belongs to them. take care you pay strict attention to these orders—& oblige yours &c

HEZH WELSH LIEUT  
OF THE ALLIANCE

(Signed) JOHN BARRY

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L'ORIENT 27 Nov. 1782

SIR

Not Receiving an answer to mine of Yesterday, requires me to insist on an Explanation to a Paragraph in yours of the 25 Inst. "I request Sir you'd look on my punctuality of attendance in that Light as no Consideration in life lett the Consequences be as they may, or my feelings on such an Occasion be ever so disagreeable induce me to follow any other fate than that of my Brother Officers and Messmates" Those words must Certainly slipped from you without your thinking of the Consequences attending them. Doctr Geagan has certainly too much Sense to follow bad Examples, that is, if your Brother Officers & Messmates Refuse to do their duty, or in Short to Kill themselves, is that a Reason you should do so? I now tell you I have, and will, put evry officer who Refuses to do his Duty (belonging to the Alliance) under an arrest, and put it out of their or my Power to be the Judge who is right or Wrong. However I think I am only doing my Duty in so doing.

I remain

DOCTR JAMES GEAGAN  
SURGEON OF THE ALLIANCE

Sir yours &c  
(Signed) JOHN BARRY



L'ORIENT 27 Nov. 1782

SIR

I Received yours last night, too late to send you an answer, and now sett down to acquaint you, you may Come on Shore as soon as Mr Welsh goes on board. You will lett me know when you Come on Shore, as I want to talk to you Respecting the Money you want. I remain, yours &c

LIEUT THOS ELWOOD

(Signed) J. BARRY

L'ORIENT 27 Novem. 1782

SIR

A Number of Officers belonging to the Alliance having Refused to obey my orders VIZ. To Go on board and do their Duty, for such Disobedience & in order to Supply their Places and get the Ship to Sea, I have put them under Arest, Cops of which you have Inclosed & for which I wish to have your Approbation.

The Alliance being near Ready for Sea & I hope will sail the first fair Wind to enable me to Comply with my orders, I wish for your Approbation to appoint two Lieutenants for the Ship for the Time being as for a Capt of Marines, I can well do without, as they are but of Little Service on board Frigates.

THOS BARCLAY ESQR CONSUL

I have the Honor to be

GENL OF THE UNITED STATES OF

Sir

AMERICA IN FRANCE, &amp; COMMISSIONER

Your Most Obedt

OF THE NAVY OF THE SAME

&amp; Most humble Servt

(Signed) JOHN BARRY

L'ORIENT 27 November 1782

SIR

I am favoured with the Letter which you wrote to me this Day. You have, in my oppinion, acted very properly in putting such of your Officers under arrest as have Refused to do their Duty. You may depend on my assistance in Supplying you with Such other persons as you shall have Occasion for, in place of Those who have refused to obey you as their Superior

Officer; and that I will Concur with you in the appointment of two Lieutenants, or what other Officers may be wanting to navigate the Ship to America.

I am with Great Esteem,

JOHN BARRY ESQR

Dr Sir, Your Very Obt Servt

CAPT OF THE ALLIANCE

(Signed) THOS BARCLAY

[Original is in Library of Congress, Ms. Div.]

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L'ORIENT 27 Novemr. 1782

SIR

At the Instant your Clerk arrived I was preparing to send an answer to your last but one. I assure you Sir I did not mean to be deficient. You allowed me to give you an answer in the course of the day, and you are sensible it is not even now too late. I shall explain in few words the Meaning of that Paragraph that appears so very ambiguous. I cannot with Justice to myself, lett my inclination be ever so great to serve the Country remain in a service that I cannot be supported by, and as there is a Continental Surgeon in the town ready to take my place, I request you'll look on this as my resignation. With Respect to my-joining in any Combination against you or the Ship Alliance, I know of none, whatever person asserts it; or supposes it is a Villian by God. I find no Difficulty in procuring Stores for the Ship except what you are already acquainted, with namely, the Brown Sugar and Wine. I Despise as much as Capt Barry can possibly do the Idea of Suffering any person to dictate my Letters, and assure him that this as well as my last is and was Dictated by me. Capt Barry may criticise as he pleases on them, perhaps they may one day or other appear before men who can judge between sophistry and sincerity. As to me Having too much Sense to follow bad examples, I beg leave to differ from you, for to my Discredit I acknowledge it, I have been doing so all my life. However I hope that some kind providence that has heretofore protected me, will still, particularly in this critical period lend me a hand. I shall

Return the Gentleman who takes my place such an audit of the State of my Department as I flatter myself will give satisfaction & secure me Justice.

I am Sir with Respect

Your huml Sevr<sup>t</sup>

JOHN BARRY ESQR

(Signed) JAS. GEAGAN.

L'ORIENT NOV. 28. 1782

SIR—

I wrote you Yesterday ordering you on board the Alliance to do your Duty, but finding you did not receive my orders in time to go on board, the reason I suppose was that the bearer could not find you, but from that time to this you had it in your power to have Comply'd with my orders or have lett me know you did not Intend to Comply with them.

In Consequence of which I do hereby order you under an Arest, and as you have Disobey'd my orders in not going on board the Alliance, you have no more to do with that Ship till you are Try'd by a Court Martial in your own Country.

MR. JOHN BUCKLEY MASTER  
OF THE ALLIANCE

(Signed) J. BARRY

L'ORIENT NOV. 28. 1782

SIR—

Yours of Yesterdays date I receiv'd late last Night with Respect to your Resignation. It is not in my power to except of it was I ever so willing. To the contrary I expect you will go on board the Alliance this Day and do your Duty there till you have leave from me to come on Shore, as for a Continental Surgeon's taking your place, you must leave that to me. I do not wish to part with Dr Geagan nor any officer belonging to the Ship, but should you Refuse to do your Duty as many of them has done, I shall not ask you who I shall get in your place.

I remain Yours &c

DR JAS GEAGAN  
OF THE ALLIANCE

(Signed) J. BARRY

L'ORIENT NOV. 29. 1782

DR FRIEND—

I Received your favor of the 18th Instant and Condole with you most Sincerely on the loss of poor Jemmy, however it is but a folly to fret as we must all go that way sooner or later. I find you have laid up the flora. I am heartily sorry on your & the owners acct. however it is an ill wind that blows nobody Good luck for I hope it will blow me you and Mr Roberts.

Dear Harry, the Undermentioned Officers of the Alliance have behaved in the Drolest Manner you ever heard of. when they found the Ship was near Ready for Sea they Came on Shore and wrote a Letter to me Demand'g two thirds of their Wages due to them since I commanded the Ship. I wrote them for answer that I was not envested with any power to Pay Wages, and I thought their Demands very Unreasonable, as they had as much prize Money as they knew what to do with. The Matter res.ed four or five Days at last the Capt of Marines was sent to me to lett me know they were evry one Determined not to go in the Ship if their Wages were not paid. The Consequence was, the Ship was many Days without a Lieut on board in this time I talked to them, letting them know the Consequences, but all to no purpose. Necessity at last oblidge me to put evry one of them under an Arest, and as they have Refused to go on board to do their Duty, they have no more to do with the Ship till Try'd by a Court Martial in America. Now my Dr Sir, if you can Stoop so low as to go next in Command to me & live as I do you will not only serve your country, but lay me under obligations you will make my best compliments to Mr Roberts and assure he shall have a Lieutenancy, & on our arrival in America he may Command my Interest to have it Established to him. The Ship is well man'd and already to go on a Cruize, but I have not as Yet Determined where. I think the West-Indias will be the place as it is entirely left to myself where to go, however when the Cruize is out I shall return to America. In Short I think as you are situated, it is much better for you & Mr Roberts than to go in a Clump of a Merchantman. The bearer of this

Mr Barclay sends Express, & I beg of you to Despatch him as soon as possible. Should you and Mr Roberts Conclude to Come, you will lett me know by the Express, and I wish you to Ride Post yourselves—as I shall keep the Ship seven or Eight Days for you. I shall wait with Impatience to have your Answer, In the mean time I remain,

Dear Friend,

HENRY JOHNSTON ESQR  
BORDEAUX

Your Obedient humble Servt  
(Signed)

P. Fletcher—2nd Lt  
N. Gardner—3d do  
M. Parke—Capt ma  
J. Buckley—Master  
J. Geagan—Surgn  
S. Cooper—Purser



L'ORIENT 28 NOV 1782

SIR

I received yours of 26, and have to inform you that evry thing that I indented for, is on board the Alliance some time since, except the Jacketts which went on board a Day or two ago, and I flatter myself nothing has been Wanting in my Department to expedite the Departure of the Ship.

My Station is so peculiar on board, that I dont conceive myself obligated to continue in it, and that I have an undoubted right to resign it. Whether I am right in my Oppinion or not, will be Determined in America. I therefore beg you to look on this Letter as my Resignation, many are my reasons for so doing, and one of them on which I mean to Support the Measures I have taken, is that I do not conceive myself obligated to continue in a Service where I am not Supported. I am therefore ready to give an account of Stores in my possession to you or any person you may appoint. As my amounts of Expenditures of provision must be Sign'd by you & you having Compleated them except the last two Months, I am ready to Settle whenever you think proper to desire Mr Eayres to do it & as I am going Immediately to America, I shall take such precautions with the Remainder of my Accounts as to ensure

a safe Arrival of them there, & will without Delay settle them with persons authorized to adjust them. Any accounts you may want for particular persons while in this port will be furnished by your order.

I am Sir

JOHN BARRY ESQR

With evry sentiment of respect

Your Obedt Servt

(Signed) SAML COOPER

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L'ORIENT 30 Novr 1782

SIR

I wrote you the 28 Inst ordering you on board the Alliance to do your Duty. I find you have not Comply'd with my orders. In Consequence of which I do hereby order you under an Arrest, and as you have refused to go on board the Alliance you have no more to do with that Ship till you are try'd by a Court Martial in America

DOCT JAS. GEAGAN

(Signed) J. BARRY

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NANTES Novr 30. 1782

MY DR FRIEND—

Your Letter have received, and Grattitude shall mark my Conduct for your Expressions of Joy on my Situation at Nantes—where friendship follows the pen, how sweet to be Communicated, but be assured it's not lost on me that I wait an opportunity of convincing you of my friendship. Business prevents my writing you a Long funny Letter to amuse you after your Sickness, the Joy I feel at your Recovery is better felt than Described. that you have my sincere wishes for your health and happiness is as true as there is a God. that you may return to your Country and the Enjoyment of Mrs Barry with Wealth and Honors is the ardent prayer of your Sincere Friend

& Very huml Servt

CAPT JOHN BARRY

(Signed) SAML WHIT

L'ORIENT Decr 1. 1782

SIR

Yours of the 28 Ultimo I have before me wherein you offer me your Resignation. I must inform you that it is not in my power to except of any Commissioned or Warrant Officers Resignation. I therefore order you on board the Alliance to do your Duty and prepair your monthly Accounts of Expenditures for Signing

I am yours &amp;c

MR SAML COOPER

(Signed) J. BARRY

PURSER OF THE ALLIANCE

BORDEAUX 2nd December 1782

MR DEAR FRIEND

I am very unhappy to think of your Situation, and assure you was it in my power I would go with you and not think it stooping Low, as it would be obliging my Friend and Serving my Country. I have already engaged a Prize Brig<sup>t</sup> Packet and have bought a part of her at Nantes—to go to America, dare say I could get Clear of that, but my People I have Engaged also I could not Independant of that get ready under Twelve Days, as I have all my Accounts to settle which will take me sometime as I have no person to assist me, and I shall settle all here with Mr 'P. Naire before I come away. The time is Consequently short as you see matters are circumstanced that it is impossible even for me to think of it, but I would have gone any Length to Serve you to lett them Officers of Yours know they are wrong. I hope they will be Rewarded as I suppose they would have some Regard for you if they had not for the Publick. Mr. Roberts has engag'd likewise to Command a Brig out of Nantes, that he finds it impossible. Its in Mr. Williams employ. I have Engag'd a number of Men for him. Notwithstanding my Engagem<sup>t</sup> could I get ready I would strain a point, but you know the number of Accounts I must have to Settle. Thirty Men yet to pay off. Did I know of any person here I would send them on, but we have none here. I little Wonder you had not sent for Gregory. He

really expected he had a Ship to Command. My Respects  
to Attend Mr Barclay & Lady

Yours Sincerely

CAPT BARRY

(Signed) HENRY JOHNSON

Two evenings ago I buried Nat Crafts  
Mr Roberts as well as myself are  
unhappy to think of your Situation  
at present.

I have Supply'd the Post with Twelve Guineas to Return to  
L'Orient. I have enclos'd his Receipt.

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L'ORIENT 6 December 1782

SIR

The Ship Alliance being ready for Sea some time past, but you  
as well as the other Officers who have refused to go on board  
and do their Duty have been the Means of Detention in this  
place. In Consequence of which I do hereby order you under  
an Arrest, and as you have Refused to go on board the Alliance,  
you have no more Business with that Ship till you are Try'd  
by a Court Martial in your own Country.

MR SAML COOPER

(Signed) J. BARRY

SIR—

I send Mr Eayres to you for an Attested Copy of the Ship  
Alliances Books kept by you while Purser of Said Ship.

J. B.

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L'ORIENT Decem<sup>r</sup> 7. 1782

SIR—

I have been at Work arranging my Books & Shall be able  
tomorrow to give you the Sum due to me from each person—  
as purser attested. I shall not be able to do more, as the  
time is so short. My Books I cannot deliver up, as they are  
my only Security, not only for the Charges against the people  
but my own Commissions. hope that will be satisfactory.  
I am Determined to go in a short time to America & wil  
Settle my Accts

I am Sir your huml Sert

JOHN BARRY ESQR

(Signed) SAML COOPER



L'ORIENT 7 December 1782

DEAR BROWN

I have to Inform you that I sail on a Cruize tomorrow. I believe I shall run down the Coast of Guinea, when my Provision & Water is out I shall Return to America via Martinico, however I hope by that time there shall be peace, for I have great Reason to think it is almost Concluded.

The Crew of the Alliance having made me their Agent for the Prizes brought in here, I have advanc'd each of them a Sum of Money here on Acct of it with the Names of the Officers and Men who are Intitl'd to said prize Money you have here Inclos'd and in case if anything should happen me more than Common you will take Care the Said Officers and Men are paid their just dues. Mr Thomas Barclay my attorney here has orders from me to Ship the Amount of said prizes to you after you have Charged your Commission for Sale of said Goods the Remainder you will pay the said Officers and Men according to their Shares, but you will take care to keep the Money in your hands till you are certain I am not in the Land of the Living.

This will be handed to you by Capt Barney who I hope will carry over a Confirmation of peace. I have sent a Trunk of Goods by him to Mrs Barry, you will please to assist her in selling them. I have left here Lt Fletcher Lieut Gardner, Mr Parke Capt of Ma, J. Buckley Master, S. Cooper purser & J. Geagan Surgn. all under an Arest for refusing to go on board and do their Duty, their Demands was they must be paid their Wages however Capt Barney can tell you the whole particulars. I think they will forfeit their Wages and prize Money. In my absence you are to act for me as for yourself. if Mr Barclay does not Ship the Goods you are to draw the Money out of his hands to the best advantage.

I remain Dr Brown

Your most obt

JOHN BROWN ESQR

Huml Sert

PHILA

(Signed) J. BARRY

L'ORIENT Decemr 7 1782

SIR

The Alliance Frigate that I have the Honor to Command being Ready for Sea for some time past, but a Number of my Officers refusing to go on board and do their duty, has prevented me from Sailing. you Sir are well acquainted that the public have been at an Expende to procure Officers in their places, but all to no purpose. I now think it my Duty to Proceed to Sea with such Officers as I have on board as I have no Expectations of getting any others, altho I am well satisfied they are not adequate to the Duty of the Stations I shall be obliged to put them in, however Necessity knows no Law. In consequence of the Conduct of these Officers, I hereby Expect you will keep the prize Money of said officers in your hands till they are Try'd by a Court Martial in their Country—and the proceedings of said Court Martial approved by the Hon. the Congress.

Sir, the Officers and Privates of the Alliance that are entitled to prize Money having made me their Agent, in order to do everything in my power for said Officers & Men I have drawn a Sum of Money from you and gave many orders on you for the payment of more which I hope that you will pay & Charge to my Acct. In Consequence of which I do hereby Impower you to take the four prizes belonging to the Alliance in your charge. The part belonging to me & the Crew of the Ship Alliance you will Sell according to Law & as soon as you receive the Money for said prizes you will repay yourself, the Remainder you will Ship to Philadelphia in Good Vessels at the same time taking care to cover the whole of the property you ship that in case of capture or loss of any kind, there may be no loss to me or the Officers & Men who have appointed me their Agent. You will observe at the same time that as there is a likeleyhood of peace that you do not ship any Goods on said acct but such as are already ordered & you will if possible put a stop to them. On my arrival in America I shall write to you, how and in what Manner you are to dispose of said Money, however should anything happen to me more than common you will in that case be directed by John Browns orders of Philadelphia who I have appointed in that case to

act for me, but at all events should you ship Goods, you are, in my absence to send them to Jno Brown with a Copy of the Accts. Should a peace come & the Goods you have ordered not be ship'd before a Confirmation thereof, I expect they will be ship'd at a peace price. My Good Oppinion of your Abilities and honesty persuades me that you will do justice to the poor fellows under my command. Should peace come & you can buy a Vessel or two Cheap, I should have no objection to be concern'd a Quarter in each of them to go from hence to Liverpool & from there to Phila at the same time you will take care to cover my property in them.

I have the honor to be Sir

THOS BARCLAY ESQR  
L'ORIENT

Your most Obt huml Servt  
(Signed) J. BARRY

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L'ORIENT Dec. 7. 1782

SIR—

I am Sorry to Inform you that I have been much longer here than Expected about Twenty Days after my arrival I was ready to Sail. I was then taken Ill of a Fever which confined me to my Bed for fourteen or fifteen Days, as soon as I was able to walk about and put things in Motion to go to Sea, I received a Letter from several of my Officers demanding their Wages, but said as Money was scarce they would put up with Bills on Mr Barclay, payable in five months. I acquainted them that I was not authorized to pay them their Wages and if I was ever so willing, it was not in my power, as money was not to be got here & Mr Barclay would not except of any orders on him. In short I thought it a Very unreasonable Demand, as they all could have had as much prize money as they wanted here. The consequences was, that in a few Days after they sent the Capt of Marines to me to lett me know they would not go on board the Alliance unless they could be paid two Thirds of their Wages as soon as circumstances would permit. I put them under an Arest, and as they have refused to go on board the Alliance to do their Duty, I shall leave them here to get to America as well as they can, when I hope they will be Try'd by a Court Martial and meet their deserts. however

I have Recommended to Mr Barclay to stop their prize money till they are try'd, as I have great Reason to suppose they are liable for the Expences the Ship has Incur'd since their refusal. I have nothing material to say, as this goes by Capt Barney who I hope will carry the Joyful news of peace—as we have great Reason to suppose it is almost concluded. I sail tomorrow I believe I shall run down the Coast of Guinea, should peace be made, I suppose there will be a certain time given for Vessels to make prizes in certain Lattitudes. as soon as my provisions and Water is out I shall return to America Via Martinico

I have the Honor to be

Sir

THE HON. ROBT MGRRIS PHILA

Your Most Obedt  
Huml Servt

P. S. The Undermentioned are the Names (Signed) J. BARRY  
of the Officers and their Stations which  
I have left under an Arrest

P. Fletcher 2 L

N. Gardner 3 do

Jno Buckley Master

M. Parke C. Marines

J. Geagan Surgn

S. Cooper Purser

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L'ORIENT December 8. 1782.

SIR—

There is a Number of Men Run away from the Ship. You will take care not to pay any Prize Money or Wages but to those who have their Discharges from me. Thomas Hambleton & Jas. Marshall are Intitled to Prize Money. I am Distress'd the Doctr is not Yet come on board.

I am Sir

Your huml Servt

Thos Barclay Esqr

(Signed) J. BARRY

[The original of this letter is in the Dreer Collection in the Penna His Soc. It is however, dated, "Outside of Port Louis."]

On board the Frigate Alliance at Sea Dec. 12. 1782

Latt. 41.41. Lond 13.20.

DEAR FRIEND

I have to inform you I am in Good Health, and Sail'd four Days ago from a certain port where I was Inform'd that the preliminaries of peace was sign'd. this you may rely on & I should have you govern yourself accordingly

I remain Dear friend yours &c

*John Barry*

MR WM WEST



## CHAPTER XVIII.

BARRY'S REPORT OF THE BATTLE WITH THE SYBILLE ON MARCH  
10TH, 1783.—THE LAST BATTLE OF THE REVOLUTION.—  
PEACE.

On the Effective Supply Tax List for 1782 appears: Captain John Barry for Isaac Austin's Estate, Valuation 1000, tax £5. 6. 5.

The year before Mr. Austin's name appears with a valuation of £1100 and tax of £11 16. 6d. He was a brother-in-law of Captain Barry.

On November 30, 1782, preliminary terms of peace had been signed. On December 5 George III made his speech from the throne in a feeble, hesitating, trembling manner, saying he had given the "necessary orders to prohibit the further prosecution of offensive war upon the continent of North America. I have pointed all my views and measures to an entire and cordial reconciliation with those colonies. I did not hesitate to go to the full length of the powers vested in me and offer to declare them free and independent States. Religion, language, interest, affections may, and I hope will, yet prove a bond of permanent union between the two countries."

Kessler's narrative is here resumed for the more particular recital of the events of Barry's cruise:

"Dec. 9, 1782. *Alliance* left L'Orient on a cruise.

"Dec. 11. Chased and at 10 P. M. came up with the chase and found her to be of two tiers of guns. Captain Barry hailed. They gave no answer, but hailed in return, to which Captain Barry gave no answer. She not having altered her course or made any more sail from our first discovery of her led Captain Barry to think her either a neutral or that she was confident of her superior force, and therefore thought it prudent to refrain from firing or making further inquiry. The *Alliance* thereon hauled on the wind and left her steering on her course.

After chasing several we on December 16 made Porto Sancto and on December 17 made the island of Madeira.

"January 8, 1783. Made Martinico. Went to St. Pere Harbor intending to get a fresh supply of water and rig a fresh main top mast. After getting in Captain Barry found orders there for him to proceed to the Havana to take in specie for Congress, and on January 11 we sailed for the Havana where, after a stop of twelve hours at St. Eustatia and as much at Cape Francois, we arrived on January 17th."

On the 22d Barry wrote Robert Morris:

On board the Alliance off Hispaniola. Jan'y 22nd. 1783

SIR

I have the pleasure to Inform you that I arrived at Martinico the 8 Instant where I had the honor to receive your orders of 14 October. I am sorry it was not in my power to get to that Island sooner to put your orders in execution, however I hope it is not too late. I sailed the 12th from Martinico, since I left that Island I fell in with two different Fleets Vizt one of Portorico which gave me Chase they were in number 11 sail. I since found them to be either Vodel from Boston or the Spanish Fleet from the Havana. The day following off Hispaniola I fell in with the English fleet in number 17 sail who gave me chase. I got clear of them, and the Day following at 7 A. M. saw 2 Sail which proved to be English 74 and a Frigate bearing N W. Cape Francois bearing S E distance about 20 Leagues we were lying at that time with little or no Wind, the Enemy took a Breeze at N N W. which brot them within 2 or 3 Miles of us, when we got the Breeze but it had not so much Force with us as with them till about Noon, in a few hours after, we left the 74 several Miles a Stern but the frigate held us a close chace for some time, however the Latter part of it, we gain'd upon the frigate, they chac'd us close under the Guns of the Cape where I put in the Day before Yesterday. I am now on my way to execute your orders, which I hope will meet with your Aprobation

I have the Honor to be Sir

Your Most Obedt

huml Servt

Honl Robert Morris  
Phila

(Signed) J. BARRY

On February 13th, 1783, Captain Barry sent the annexed Letter to the Governor of Havana

"SIR: I have the honor to acquaint your Excellency that the frigate *Alliance* of which I am commander belonging to the Congress of America and the *Duc de Lauzun* another frigate which belongs to Congress are ready to sail from this port. It is of much consequence to my country and to the allied arms that those frigates should immediately depart particularly as I am charged with important despatches from the Court of France which I have every reason to suppose are very important.—

"I beg that your Excellency will please to order permission for those frigates to leave this port and also that the American merchant vessels may be suffered to take the benefit of their convoy.

"Your Humble Servant &c

"JOHN BARRY"

"His Excellency  
the Governor  
of Havana"

A duplicate of the above is in the Roberts Collection and a copy is in Barry's Letter Book.

The Governor of Havana replied:

HAVANAH 14 Feby 1783.

SIR

In answer to your official Letter of Yesterday, I have Maturely weighed the Motives you express for the sudden Departure of the Frigate you command, likewise the Duke de Luzerne, & Merchant Men that should avail themselves of your Convoy.

The port being Shutt which you are not Ignorant of, for the sole object of Complying with secret Instructions from the King my Master, it is entirely out of my power to grant at present your Solicitation for Sailing, but you can assure yourself it shall be the soonest possible.

I have the honor to remain.

Capt Barry, Commanding [This letter is not signed]  
The Continental Frigate Alliance.



To this Captain Barry replied :

HAVANA 15 Feby 1783

SIR

I have had the honor to receive your Excellency's Letter of Yesterdays date.

I am sorry to Transgress you Excellencys time by resuming the subject of my former Letter, but it is of so much Importance that I cannot be silent. I am sensible of the port being Shut, but your Excellency will permit me to observe that it is somewhat Singular for Ships of War which are Employ'd on National objects to be restricted in the same Manner as Merchant Vessels. In that View I must again take ye Liberty of asking in the name of my Sovereign for permission for the sailing of the Two American Ships of War. The Trading Vessels are fully under the Influence of the Embargo, and therefore I shall relinquish my application for their sailing.

I have the honor to be with all possible respect,

Your Excellencys Most Obedt

His Excellency the  
Governor of Havana

Huml Sevt  
(Signed) J. BARRY

HAVANA 20 Feby 1783

Sir

Your letter of 15 Curr<sup>t</sup> on sight of your Answer to Mine of 13 requesting permission for the two American Frigates of War and Mercht Men belonging to the United States of America to sail, & now your request is only for the two Frigates of War, notwithstanding the port being Shut, according to the King my Master orders which I have already had the pleasure of Communicating to you. Being Desirous to combine each service if possible I have proposed the affair to the Admiral of the Squadron who is chief in this particular, & is answerable for the Good or bad event of the Expeditions on footing and ready to sail, whos opinion as equally mine is that you should reflect on the emense prejudice that might occur to the common cause of the Allied powers & commerce of Spain if any unlucky accident should happen by the Enemys taking one of the Frigates, so we hope your prudence will

terminate in remaining here untill such time as the Expedition should have sailed with assurance that no time after shall be lost to expedite your sailing:

I have the honor &c

LUIZ DE VUZAGA

Captain Barry had been sent for specie for Congress' use. So he was eager to have guns and men in good working order, in case necessity arose on the passage to the United States to test the condition of one or the efficiency of the other. So this order was issued on Washington's birthday to his first lieutenant.

HAVANA 22 Feby 1783

SIR—

You will take care to exercise the Great Guns and small Arms evry Day, the people to be lett go on shore 6 at a time taking care not to lett too many go together, if any one breaks his leave you are not to lett any one go on shore after till I am acquainted with the reasons. I would have you, as often as possible loose the Topsails and lett the people Reef them in order to learn to do it well. Keep the Wood and Water Compleat ready for going to Sea. I expect that Good order will be kept on board, if any of the people behave Amiss you will put them in Irons till I am acquainted with it. Any assistance the Duke de Luzerne may Want you will give them, in short I expect a Strict Attendance will be paid to these orders, & you will oblige yours &c

Mr Robt Caulfield—

(Signed) J. BARRY

John Barry Esq Commander Frigate Alliance

At that time rumors of peace and hopes for the cessation of hostilities were cheering the hearts of the patriots. We even get a glimpse of Captain Barry as a messenger of peace, though ready for war, but, as we shall see, making war after peace had been agreed upon and the Independence of his country acknowledged. On February 12, 1783, the *Pennsylvania Gazette* published this "extract of a letter from Baltimore dated February 7th, 1783":

"You see by the enclosed (the accounts from St. Kitts)

what the opinion of peace is grounded on, which seems generally believed here: Added to this account we have a ship from St. Croix, in a short passage, that spoke a neutral schooner, the Captain of which assured that he had spoke Captain Barry, in the *Alliance* on his way to the Cape [Francois] to prevent any futher operations in that quarter and that hostilities had absolutely ceased in Europe." On February 26 the same newspaper and also the *Pennsylvania Journal* said: "Captain Barry in the *Alliance* frigate sailed from Cape Francois in January, for the Havana, in order to take under his convoy the vessels that might be at that place bound to America."

The *Journal* of February 26 published the annexed extract from the *Martinique Gazette* of January 15:

"The interesting news, which the American frigate *Alliance* brought us, being inserted at the end of our last publication, just upon the arrival of the vessels, it is with pleasure that we now, for our readers' satisfaction, embrace the opportunity of giving that intelligence more particularly, from the account of Capt. Barry, who commands her.

"The *Alliance* having in her cruise taken several of the unfortunate Jamaica convoy, and sent them into different ports of France, the Captain intended to continue his cruise on the coast of England, to pick up some of the remains of that scattered fleet; in which he would undoubtedly have met with the desired success, had he not been forced by the blowing weather, which had done his ship a good deal of damage, to put into Port l'Orient; the time which was necessarily taken up in refitting, rendered it too late for him to pursue that design.—When the Marquis de la Fayette (who had been once a passenger in this vessel, and particularly knew and esteemed Capt. Barry) heard of his arrival, he went to see him at l'Orient, and there informed him that there was a grand expedition preparing at Cadiz, and asked him the favor to carry there, in case he should not be in time to overtake the fleet at Brest.

"Capt. Barre was afterwards informed, that that young nobleman had arrived in time at Brest, and that he had embarked for Cadiz.

———“An American packet boat which the Congress had sent from Philadelphia to France, was lying at l'Orient when the *Alliance* was there; the Capt. of the packet received a letter from Dr. Franklin, on the 6th of December, in which this Minister ordered him to hold himself in readiness to set out at a moment's warning saying he was going to send by him his dispatches to the Congress, announcing the signing the preliminaries of peace, on the 2d of December; and adding that he would also forward him at the same time an English passport. Capt. Barry the 2d Commodore of the continental marine, and an officer worthy of credit, saw this letter in the Captain of the packet's possession, they read it over and over several times.—He further gives an account that before his leaving l'Orient, they had got intelligence of the fast arrival in the different ports of France, of the fleet which sailed from St. Domingo the 2d of October last, under convoy of the *Palmier* of 74 guns.—The letters from London look upon the *Ville de Paris*, *Centaur*, and *Glorieux* as lost, and they had certain information of the *Ramilies* of 74 and the *Jason* of 64 guns, having been abandoned and afterwards gone to the bottom, by the damage they received in the gale of wind on the 17th of September.

“Some days before the sailing of the *Alliance*, there was a general talk of peace, and they were informed there were two new Commissioners arrived from London at Paris, and that the King of Great Britain had, contrary to custom, prorogued the Parliament to some time in December, no doubt with a view to give sufficient time for signing the preliminaries before the opening of the session.

“The Brest squadron sailed the 4th of December, it consisted of 10 ships of the line, and a considerable number of merchant and transport vessels, having on board 7000 regular troops; it was supposed they would reach Cadiz about the 11th or 12th of December, the combined fleet would then consist of about 50 sail of the line, under the Command of the Vice Admiral Comte d'Estaing, the Comte de Barras, and the Comte de Basset.

“It was the general opinion that the fleet would be ready

to leave Cadiz by the 20th of December, having on board 30,000 regular troops; and that they would nevertheless put to sea without regarding the negotiations for peace; for which they assigned this reason, that the expences of fitting out this expedition being already incurred, it was a matter of indifference whether the provisions should be made use of at anchor or at sea; and that this fleet becoming more formidable the instant they put to sea, would contribute to render the terms of peace more advantageous to us, and would also accelerate the same."

The *Alliance* was obliged to remain at Havana until March 6th when Captain Barry put to sea intending to proceed to Philadelphia with the specie. He however was obliged to go to Rhode Island Harbor where he arrived on March 20th. On the way hither he encountered the British Frigate, *The Sybille* on March 10th. An account of this THE LAST BATTLE OF THE REVOLUTION—is herewith presented in Captain Barry's Official Report thereof, as it is recorded in his Letter Book.

On the day of the arrival of the *Alliance* off Newport Harbour he wrote to George Olney Esq of Providence:

On board the *Alliance* Rhode Island Harbour

March 20 1783

SIR

I have to inform you that the Honl Robert Morris gave me Instructions last July in case I should put into this State to call on you for what I may want, at present I want your advise much, as I have public money on board and wish to get Clear of it as soon as possible, perhaps you may have some orders from Mr. Morris Respecting it, if so be pleased to bring them here, with or without I should be glad to see you as soon as convenient you can. Your compliance will oblige

Sir, your mt Obt Sert

Geo Olney Esqr

J. BARRY

The following is Capt. Barry's report of the Last Battle of the Revolution.

On board the Alliance, Rhode Island Harbour, March 20, 1783

SIR

I have the pleasure to Inform you that on the 6th of March, 1783 I sailed from the Havana in company with Capt Greene with the Duke de Luzerne after being Embargo'd for 20 Days, we at last got permission to sail with 9 sail of the line of Spanish Ships, it being jist night when the last of the Men of War got out of the harbour and the Remainder of Fleet a Great way to Leeward and heavy sailers & not knowing where they were bound, I thought it best to Quit them and make the best of my way. I therefore Spoke Capt Greene and told him what I Intended, at the same time ordered him to make the best of his way and follow me. The next morning we saw part of the fleet a Stern and at 10 O'Clock lost Sight of them, at 3 P M saw the Mintanzeys under our Lee bow, at same time saw Two Large Sail to Windward. Capt Greene and myself agreed they were British Cruizers. I then wore ship and Stood for the Spanish fleet, as knowing it to be the only way to save the Duke de Luzerne. The Enemy making a small angle on us if we kept our course, and Especially as we might be obliged to haul up a Little to Clear Cape Florida and the Duke de Luzerne sailing much heavier than us, at 10 O'Clock at night we made the Light of part of the Spanish fleet. The Enemy then within Gun Shott, but as soon as they saw the Lights they left off chace, we kept in company with the fleet all night. In the morning we found they were only 8 or 10 Sloops and Schooners, however they answered our Ends—after speaking them and could find no account of the Men of War, we made the best of our Way, but finding the Luzerne sailing much heavier than the Alliance, it was agreed between Capt Greene, Mr Brown and myself to have all the public money on board the Alliance, as you will find by Capt Greenes Letters. In the morning of the 20 we saw 3 Large Sail of Ships standing directly for us, the course they were steering and the place they were in was a convincing proof to me they were Enemys Ships especially as they wore the same kind of Vanes the Ships that chac'd us before had. I then made' a Signal for Capt Greene to make all the sail he could & follow me, a short time after

Capt Greene made a Signal of superior force. I then made all the sail I could as not having an idea of being any service to him, however some time after about an hour, Capt Greene made a Signal to speak with me, as I found I sailed faster than the Enemy, I shorten'd sail and spoke Capt Greene, one of Enemys 32 Gun Frigates then in Gun Shott of us, the other two but little way a Stern & coming up fast with Capt Greene. I asked him what he wanted, he said they were Privateers, I told him he was mistaken & I knew better—at my Dropping astern the Enemys headmost Frigate shorten'd sail & would not come near us, finding the two Ships astern coming up fast and confident within myself I must have fell a sacrifice if I stayed with Capt Greene, I told him I could not stay by him, and the only chance he had to Get Clear was to heave his guns over board to lighten his ship & try them before the wind, the former he did but still kept his course, at that time the second headmost Ship of the Enemy was within Gun Shott of the Luzerne. I must not omit observing that in the morning we saw a Ship to the Southwd of us who made sail and stood from us, altho Capt Greene & the headmost Ship fired several Shott at one another, but at too Great Distance to do Execution, it being the fault of the Enemy after telling Capt Greene that I must leave him, and in short at that time was determined as being of no service to him. Shortly after I saw the Strange Sail tack and stand for us as having all the Reason in the World to suppose she was a Stranger to the Enemy, likewise at that time Capt Greene firing stern chasers at one of the Enemys Ships, & she firing bow chaces at him, the headmost and windmost of the Enemy then bore away acrost Capt Greenes Stern. I then ordered the courses haul'd up and hard a weather the helm & Run Down between Capt Greene and the Ship next to him in order to Give him a chance to get off by bringing the Enemy to Action which I did in a few, moments Close on board for 45 Minutes, when the Enemy sheer'd off, Capt Greene and myself hauld our wind for the strange sail who proved to be a French 60 Gun Ship that sailed from the Havana two Days before us, and had on board half Million of Dollars and bound to some of the French Islands.

During the Action my Officers and Men behaved well and altho but short I had ten wounded, one of which is since dead. My sails spars and Riging hurt a Little, but not so much but they would all do again. On the 18 at 10 P. M. struck soundings off Cape Hatterass. I then spoke Capt Greene and acquainted him with my having soundings, and at the same time ordered him to make all the sail he could and follow me. At 1 A M saw Capt Greene and in a Very little time lost sight of him, the Reason must be best known to him, as I am confident he might have kept company with us if he had a mind to and I not being off the Deck the whole night and did not carry more sail than he might have kept up with us. On the 19 at 6 P M off the Capes of Delaware after a thick Fog, I fell in with two British Cruizers close on board them, one of them appeared to be a two Decker, the other a Twenty Gun Ship American Built, it blowing very hard and Got thick of fogg soon after, and we Got clear, about 2 hours after we saw them again in a clear—having great Reason to suppose the coast was lined with the Enemys Ships, and no prospect of getting in till the Weather cleared up, I thought it best to bear away for this port where we anchor'd at three oclock this afternoon with 72 Thousand Dollars belonging to the public which I shall take care of till I have your orders what to do with it—however I do not think it very safe on board, and I have wrote to Mr Geo Olney at Provedence for him to come down here that I may consult with him Respecting the Safety of it.

The Alliance being arriv'd in America, and a number of her petty officers and mens time being out, they expect to be paid. In short if the Ship is not paid off as soon as possible. The Officers who is to stay by the Ship have been a Long time without Wages, they likewise expect to be paid off. In short if the Ship is not paid off and evry man satisfied she will lye a long time without men, to the contrary if they are Immediately paid I think we can be manned before the Ship is Repaired and I hope you will be pleased to give orders on that head.

The purser leaving his Ship in France and his Books being~



on Shore I could not get his accounts before I sailed, nor had I got the Ships accounts from Mr Barclay, but he promised to get the pursers accounts and send them with his own Respecting the Ship. In order to settle with the people it is required for me to have them both if they are come to hand as I suppose they are by Capt Barney you will please to send them by the first opportunity. I shall keep the Ship in Readiness as she came from the Sea till I have the pleasure to hear from you.

I must not omit to lett you know that I want three Lieuts and a Master as soon as possible for I am almost wore out for want of assistance especially as I am obliged to lett Capt Robt Caulfield who I appointed first Lieut in the Havana, and who has been of Great assistance to me on all occasions, should he incline to continue in the Navy, by Giving him a Commission you would make a good Officer and one that would be a credit to the service. If Capt Deal and Murry, two Lieuts in the service & Mr Tanner late master of the Confederacy be in Phila and can be got, you would oblige me to appoint them to the Ship & send one or all of them here as soon as possible. If Capt Caulfield does not incline to come back, Capt Douglass of Trenton who came passenger with me and who I have a Great Oppinion of will come if you will be pleased to appoint him a Lieut. The Ship Alliance will want a Great Deal of Repairs, the sooner she Gets them the better you will please to give orders to somebody on that head. I was obliged to lett Capt Greene have two of my Nine pounders, I want two in their place.

I have the honor to be with proper respect Sir &c

*John Barry*

Hon Robt Morris

Mate John Kessler's account of the Battle is:

"March 7th, 1783. Sailed after taking on board a large quantity of Dollars and in company with the Continental ship Luzerne of 20 guns, Captain Green, who also had a quantity Dollars on board for Congress. We left the Havana for

the United States, after having taken on board between one and two hundred thousand dollars (specie) for Congress. On the passage one morning when it became light we discovered three Frigates right ahead within two leagues of us. The Alliance and Luzerne hove about and the three frigates gave us chase. The Alliance left them and the Luzerne fast, and Captain Barry seeing that they were gaining on the Luzerne, we lay by for her to come up. The enemy also immediately lay by. When the Luzerne came up Captain Barry told Captain Greene to heave his guns overboard and put before the wind, while the Alliance would be kept by the wind that the Luzerne might escape. It was not probable that the enemy would attend most to the Alliance, and the Alliance was out of danger in consequence of her superior sailing. Capt Green threw overboard all his guns but two or three, but instead of bearing away he got on our weather bow. A sail being observed on our weather bow standing towards us, Captain Barry hoisted a signal which was answered, and thereby Captain Barry knew her to be a French 50 gun ship from the Havana, and he concluded to permit the enemy to come up under the assurance that the French ship would arrive and assist.

"Two of the enemy's ships kept at a distance on our weather quarter as if waiting to ascertain about the French ship, while the other was in our wake with topsails only and courses hauled, as was also the case with the Alliance. The French ship approaching fast, Captain Barry went from gun to gun on the main deck, cautioning against too much haste and not to fire until the enemy was right abreast. He ordered the main topsail hove to the mast that the enemy (who had already fired a Bow gun, the shot of which struck into the cabin of the Alliance) might come up as soon as he was abreast, when the action began, and before an half hour her guns were silenced and nothing but Musketry was fired from her. She appeared very much injured in her hull. She was of 32 guns and appeared very full of men, and after an action of 45 minutes She sheered off. Our injured was, I think 3 killed and 11 wounded (three of whom died of their wounds) and one sails and rigging cut.

During all the action the French lay to as well as the enemy's ships.

As soon as the ship which we had engaged hove from us, her consorts joined her and all made sail, after which the French ship came down to us, and Captain Barry asked them why they did not come down during the action. They answered that they thought we might have been taken and the signal known and the action only a sham to decoy him. His foolish idea thus perhaps lost us the three frigates, for Captain Barry's commencing the action was with the full expectation of the French ship joining and thereby not only be able to cope, but in fact subdue part, if not the whole, of them. The French Captain proposed, however, giving chase, which was done; but it soon appeared that his ship would not keep up with us, and the chase was given over.

"On the next morning it was proposed that, as the *Luzerne* was now unarmed, the public cash should be taken on board the *Alliance*, which was accordingly done, together with Mr. John Brown, Secretary of the Board of Admiralty."

"On the remainder of the passage nothing worth noting occurred, except that we became separated from the *Luzerne*. On the 20th of March we arrived at Newport, and on the 25th arrived at Providence in Rhode Island, when the crew were paid off and discharged."

The *Duc de Lauzun* succeeded in getting into Philadelphia Off the Capes of the Delaware two British vessels barred the *Alliance's* way to entrance.

Mate Kessler erred in recording that John Brown was transferred from the *Duc de Luzerne* to the *Alliance* with the cash.

On April 5th, Brown wrote Barry from Philadelphia, "I had the good luck to get in here the very day you got to Newport.

Barry replied from Providence River, April 19th, 1783: "Happy for you, you had parted company with me. By that means you got in safe. I was standing in for the Capes and had got seven fathoms of water on the five fathom bank when it cleared up and close on board of us was a two decker

and a frigate. They immediately gave us chase and we run them into twenty fathoms water. In a short time it grew thick and we lost sight of them. I then wore and stood in shore again.

When we got in twelve fathoms they were the second time close on board of us and a little to the windward. I then bore away and they gave chase which left an opening for you to get in. It blew very hard and night coming on we soon lost sight of them. I hove the log myself and was going fourteen knotts with a great deal of care." [Ms J. Brown Parke, Carlisle, Pa.]

The arrival of the *De Lauzun* is thus recorded in the *Philadelphia Independent Gazette* of March 22, 1783:

"Yesterday arrived here the ship *Duke de Luzan*, Capt. Green, who left the Havana on the 7th inst. in company with the *Alliance*, Capt. Barry, and the Spanish squadron of ten sail of the line, gun boats, &c., destined for Porto Cabaldo in the Caraccas, where M. Vauderuil had arrived with his squadron and was in hourly expectation of the arrival of the combined fleet from Europe. Advice of their sailing for the place of rendezvous is without doubt the object of this grand armament.

"A few days after the *Alliance* and the *Duke de Luzan* parted from the fleet they fell in with three British frigates, two of which they engaged and beat off; the other did not come to action, the *Triton*, a French, 64, and a frigate appearing to windward, the enemy prudently retired." The same paper reported just one week later: "Last Thursday a gentleman arrived from Rhode Island with advice that the *Alliance* frigate, Capt. Barry, was arrived at Newport. She has had two severe actions on her passage from the Havana with frigates of equal force. It is said she has brought a large sum of money on Government account."

The *Alliance* frigate, Capt Barry is arrived at Newport in Rhode Island which she left in company with the ship *Duke de Lauzun* lately arrived here. On the 10th inst (three days after they left Havana) they fell in with three British frigates, with whom they had an action in which the *Alliance* lost 11

men killed &c but we have no particulars of this affair. Capt. Barry was chased on our coast by two frigates. *Penna Packet* March 29th 1783.

The name of the English frigate with which the *Alliance* had had the "severe action" and the final Naval encounter of the War does not appear in any of the above or other contemporary reports. Nor does Mate Kessler mention it while Cooper's History of the Navy [ed. 1839] says "Even the name of the English ship appears to be lost" though in the later edition [1847] Cooper says James' History of the English Navy, "a very inaccurate authority" names "the *Sibyl* rating 20 gun but mounting 28 commanded by Captain Vashon."

That is correct. It was the *Sybille*, commanded by Captain Vashon. The *Sybille*, a French ship of 38 guns and 350 men, had, on January 22 of this year, been captured, in Lat. 36° 30', by the *Hussar*, 20 guns and 160 men, commanded by Thomas Macnamara Russell, and sent into New York, arriving there on February 8. Captain Russell treated the captain of the *Sybille* somewhat harshly, claiming that he had shown false colors and a flag of distress in order to decoy the *Hussar*, and had then fired upon her. Newspaper controversy concerning this allegation may be found in the *Pennsylvania Journal* of March 1, 1783, and reply thereto in the *Royal Gazette* of New York, March 8. The *Sybille* was added to the British Navy and departed to the southward, where she came in contact with the *Alliance* and Barry on March 10th 1783.

In Gouldsborough's *Military and Naval Magazine* (vol. II, p. 185) it is related: "In 1802 an officer attached to Commodore Dale's squadron met with Captain Vashon, of the British Navy, at Gibraltar, and was informed by him that he commanded the English sloop of war [*Sybil*]. Captain Vashon made the most respectful inquiries after Commodore Barry, and stated the facts, as they had been frequently related before by the Commodore himself; and in the most magnanimous terms accorded that gallant officer a full and generous portion of his approbation, for the masterly manœuvring of the *Alliance* on that occasion.

"Captain Vashon stood high in the British navy as a dis-

tinguished seaman, and observed that the commander of the 74, who was then an admiral, spoke often to him on the subject of their pursuit of the frigate *Alliance*; always giving her commander great credit for his conduct.

"Commodore Barry, on this as on all other occasions, evinced his love of justice and spoke of Captain Vashon's conduct, bravery and ability in terms of the highest commendation."

In the *Portfolio* for July 1, 1813, it is stated that Captain Vashon "confessed he had never seen a ship so ably fought as the *Alliance*;" that he had never before "received such a drubbing and that he was indebted to the assistance of his consorts."

"The coolness and intrepidity, no less than the skill and fertility in expedients, which Captain Barry displayed on this occasion, are described in naval annals as truly wonderful: every quality of a great naval commander was brought out with extraordinary brilliancy." (*Metropolitan Magazine*, vol. IV, No. 7.)

"It was when hailed on this occasion that Barry answered: "The United States ship *Alliance*, saucy Jack Barry—half Irishman, half Yankee—who are you?" ["Irish Celts, a Cyclopedia of Race History," Detroit, 1884] and many similar publications. No authority for the statement is given. Barry is not likely to have indulged in such bombast.

The story of "The Last Battle of the Revolution" which all publications have assigned to March, 1782, is thus related in Abbot's "Blue Jackets of '76":

"Once more, before the cessation of hostilities between Great Britain and the United States threw her out of commission, did the *Alliance* exchange shots with a hostile man-of-war. It was in 1782 [ought to be March, 1783] when the noble frigate was engaged in bringing specie from the West Indies. She had under convoy a vessel loaded with supplies, and the two had hardly left Havana when some of the enemy's ships caught sight of them and gave chase. While the chase was in progress a 50 gun ship hove in sight, and was soon made out to be a French frigate. Feeling that he had an ally at hand, Barry now wore ship, and attacked the leading vessel, and a spirited

action followed, until the enemy, finding himself hard pressed, signalled, for his consorts, and Barry, seeing that the French ship made no sign of coming to his aid, drew off.

"Irritated by the failure of the French frigate to come to his assistance, Barry bore down upon her and hailed. The French captain declared that the manœuvres of the *Alliance* and her antagonist had made him suspect that the engagement was only a trick to draw him into the power of the British fleet. He had feared that the *Alliance* had been captured, and was being used as a decoy; but now that the matter was made clear to him, he would join the *Alliance* in pursuit of the enemy. This he did; but Barry soon found that the fifty was so slow a sailer that the *Alliance* might catch up with the British fleet, and be knocked to pieces by their guns before the Frenchman could get within range. Accordingly he abandoned the chase in disgust, and renewed his homeward course.

"This engagement was the last fought by the *Alliance* during the Revolution, and with it we practically complete our narrative of the work of the regular navy during that war."

William Collins, the Irish-American poet, has also sung of this battle, though not with absolute historical accuracy. Poets nor rhymsters are not Historians.

"One eve as day was dying  
And sinking into night,  
With the British ensign flying  
THE SIBYL came in sight.

The English Captain hailed us  
As he down upon us bore,  
And proudly answered BARRY  
Our brave old Commodore:

"This is the ship ALLIANCE  
From Philadelphia town  
And proudly bids defiance  
To England's King and crown.

As Captain of the deck I stand  
To guard her banner true,  
Half Yankee and half Irishman  
What tyrant's slave are you?"

Then with a voice of thunder  
Our guns began the fight,  
Though battling against numbers  
And the foeman's fleet in sight:  
For the Hudson and the Shannon  
'Gainst the minions of the crown  
We fought them 'till our cannon  
Brought the British ensign down.  
Says the Commodore, "We'll take her  
From before their very eyes,  
With another broadside rake her,  
And we'll bear her off a prize."  
Then our round shot went careering  
Through their rigging and their spars  
And our crew began a cheering  
For the Yankee stripes and stars.  
And streaming on the breeze aloft  
It waved in all its pride  
And on the foeman's captured crafts  
Now sailing side by side.  
Oh' How our gallant seamen cheered  
Just as the sun went down  
And our good vessel homeward steered  
For Philadelphia town."

The *Alliance* had fought the last battle of the Revolution—encounter with the *Sybillic*—and had saved the money saved from the *Lauzun*. Several historical recitals say that money was the foundation capital of the Bank of North America Philadelphia. That institution was chartered in

It has no records covering this money. In a prior paper we have shown where the specie came from on which founded the credit of that Bank.

It may be remarked that this battle of the *Alliance* with the *Sybillic* occurred after, not only the signing of the Provisional Articles of Peace on November 30th, 1782, at Paris, after the Preliminary Articles for restoring peace signed at Versailles January 20th, 1783, but also after the Ratification of the Preliminary Articles on the 3d of February, 1783, by the ratifiers of the United States, France and Great Britain, by



which a cessation of hostilities was agreed upon and also thirteen days after Congress had ordered the recall of all vessels. Congress on the Eleventh of April 1783, issued a Proclamation "Declaring the cessation of Arms as well by Sea as by land" but one month prior—March 10th, 1783—Captain John Barry had had the final encounter on the ocean in defense of the Liberty and Independence of America.

The *Alliance* arrived at Newport, Rhode Island, on March 20th. On March 23d, Elias Boudinot, of Philadelphia, wrote Lewis Pintard, at New York:

"I do not loose a moment to have the pleasure of informing you that an Express has just arrived from on board a Sloop of War in the River which left Cadiz on the 14th of February. She announces the definite Treaty having been signed on the 21st of January—that all hostilities had ceased in Europe, and that the same happy event was to take place in this Country on the 20th of March inst.

"The Count D'Estaing, who was ready to sail with 60 Ships of the Line and a very formidable armament had given up the attempt and was dispersing his fleet to the different ports. . . .

"This Ship does not bring us the official despatches, having been sent to the Count De Estaing and Marquis de la Fayette, in hopes that she might (as she has done) be the fortunate medium of the earliest communication." [Ms.]

The next day this French "sloop of War" the *Le Triomphe*, commanded by Chevalier du Quesne, arrived at Philadelphia with the preliminary Treaty of Peace. She had been despatched by D'Estaing from Cadiz on February 11 "Great and joyful was the sensation which spread itself over the city in the course of the day."

On the next day, the 25th, Congress ordered the immediate recall of all vessels cruising under commission from the United States.

The surrender at Yorktown (October, 1781), virtually closed hostilities on land. Their cessation was arranged, preliminary Articles of Peace were signed, and, finally, on April 19, 1783, Washington announced the close of the war and the disbandment of the army.

Barry had commanded the *Lexington*, the first vessel commissioned by authority of the Continental Congress. He closed his endeavors in the contest for Freedom and Independence by being commander of the last vessel in Continental commission. Under the Stars and Stripes he had fought the last Naval battle of the Revolution.

On April 16, at the Court House, Second and Market streets, Philadelphia, the cessation of hostilities was proclaimed to "a vast concourse of people, who expressed their satisfaction on the happy occasion by repeated shouts. The State flag was hoisted on Market street warf, the bells were rung and a general joy diffused itself throughout the city."

What a contrast at New York, the seat of Royal authority in America for the subjugation of the Colonies:

"When the proclamation was read nothing but groans and hisses prevailed, attended by bitter reproaches and curses on their King for having deserted them in the midst of their calamities."

Philadelphia, the seat of the "Rebellion," was now open to the commerce of the world. On May 2 the ship *Hibernia*, Roger Scallan, master, arrived from Dublin, and soon at the store of Clement Biddle her cargo of "gold and silver silks, rich and slight Brocades, flowered Mantuas and Fabrics, coloured and sky coloured Tissues and Florentines, tam-boured silk and Sattin Shapes for Gentlemen's Vests and black Norwich Capes," were on sale.

The land bounded with the joy of the people. The men of Northampton, having met on May 23, amid festivities and with "toasts" proclaimed their sentiments; the women, not being participants, met the next day and proclaimed with glad acclaim their patriotic sentiments and the hopes with which new won freedom animated them.

"May the Protestant religion prevail and flourish through all nations," was the twelfth toast of the "Ladies of Northampton."

"They wish'd religion might prevail,  
To make it sure drank a *full pail*."

(*Independent Gazette*, May 31 and June 14, 1783.)

Yet an Irish born Roman Catholic American had battled all the eight years—the first and the last—to win Freedom and Independence for the land in which the Protestant Religion “might” prevail.

On July 28th, 1783, the Citizens of Philadelphia addressed Congress congratulating that body on the Declaration of Peace. The Address was referred to Messrs. Williamson, Duane, Lee and Izard, who reported a resolution which was adopted that Congress have great satisfaction in reviewing the spirited and patriotic exertions which have been made by the government and citizens of Philadelphia in the course of the late glorious war and they are highly pleased with the Resolution of the Citizens of Philadelphia to aid in all measures which have a tendency to support the National honor and dignity. [Papers Congress No. 20, Vol. 11, p. 159.]



## CHAPTER XIX.

## CONTINUATION OF CORRESPONDENCE.

Onboard the Alliance, Rhode Island Harbour, March 22nd, 1783,  
SIR

Since writing you by Mr Caulfield, there is opportunity wch may come to hand before him, therefore I thought it my duty to Inform you that it is the Opinion of the People here that my Ship is not Safe from the Enemy. I therefore have come to a Determination to Run up the River within 5 Miles of Providence, where the Ship can be well Repaired and fitted out, as she must have these Repairs before she can possibly go to Sea, in order to Despatch that Business as soon as possible I shall Imediately Get people to Work. Carpenters' work will be the most thing that will be wanting. I must not forget to put you in mind of paying the Ship off as soon as possible and please to send the Books I wrote for or it will be Impossible to settle without them properly. The Officers I stand in Great Need of likewise.

I am Sir

Your Most Obedt

huml Sert

HONL ROBT MORRIS

(Signed) J. BARRY

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BOSTON March 24. 1783—

DEAR SIR—

By mr N. Barret the last Evening I had the pleasure to hear of your safe arrival in the frigate Alliance at N Port, on which I most sincerely Congratulate you. I have a Letter from the Honl Robt Morris Esquire under ye 17. February, an Extract of which I now Give you "as to the Frigates Alliance and Hague, if either or both of them arrive it is my desire that they be Imediately fitted for Sea; if the War continues we shall find Employment for them, but if not they can take the

Greater part of their Guns in their Hold, & with as many hands as are Necessary to Navigate them proceed to the Chesapeake there to take in a Cargo of Tobacco for Europe."

I have only further to observe that in case you proceed to this port after leaving your Money with Geo Olney Esqr at Providence, I have no doubt you will be able for the most Expeditious Manner to Man your Frigate on the punctual Payment of your pay list, which I shall endeavour Immediately to Discharge, that the Credit of the American Navy may Revive and be kapt up.

I am Sir

with much Esteem

Your Sincere huml Servt

JOHN BARRY ESQUIRE

( Signed) THOS RUSSELL

ON BOARD THE ALLIANCE PETUXET March 26 1783  
SIR—

I have the honor to Receive your favour of 24 Inst. I am much oblig'd to you for your Good Wishes towards me. With Respect to my Going to Boston with the Ship, I must Inform you it would be much more Satisfactory to me to be there than where the Ship is but I have no orders to leave this place, and some time before I can Get any I have began to fitt the Ship. She wanting a Good Deal of Repairs, some of which she must have before she can go to Sea.

I have wrote Mr Morris Respecting the paying the people who have serv'd their time out, and if they are not paid, I do not Expect any man will go in the Ship. To the contrary if they are paid, two thirds of them will go again. Should be much obliged to you to send me an acct of what Money you have paid for the Alliance & to whom paid. My purser leaving me in France & his books being on shore, I had not time to procure a copy of them before I can settle with the people I must have his accts.

I Should be much obliged to you to make an Enquiry of his Father Mr William Cooper if he has Recd any copy of them & send them as soon as possible to me.

I have the Honor to be

Sir Your Most Obedt

huml Servt

THOS RUSSELL ESQUIRE

(Signed) J. BARRY

ON BOARD THE ALLIANCE PETUXET March 26. 1783.

DEAR SIR.

A Multiplicity of Business and the want of Officers to execute it is the only apology I can make for not writing to you sooner. I have still on board what public money I brought with me, having no orders about it and the people here think it is as safe on board as ashore. I must confess it would be more to my satisfaction to have got clear of it as I am obliged to keep close on board and my mind not all at ease. I have wrote to Mrs Barry, and I expect to see her in 10 or 12 days, as soon as I can get Officers I intend to pay a visit to my friends in Boston, be pleased to make my best Respects to Mrs Jones & Excuse me to her for not writing to her. I assure you at my Leisure Moments I am very Lazy in that Respect & many of my friends scold me for it. I sent to your address, several Vessels, one of which, and the only one of any consequence I fear is Retaken, as I understand some of the people are Got home. I suppose you are acquainted long ere this that 6 of my officers left me in france, because I would not pay them their Wages, the consequences is I dont believe they will either get prize money or wages.

I have the pleasure to be

Sir Your Most Obedt

huml Servt

JNO COFFIN JONES ESQR.

(Signed) J. BARRY

ON BOARD THE ALLIANCE PETUXET March 27. 1783

GENTLEMEN

It is with pleasure I acquaint you of my safe arrival here after being so long absent from my country. I have no doubt long ere this you have heard of six of my principal officers leaving me in france, the Reason is because I would not pay them their wages. Since that I have had a Great Deal of Trouble for want of them—be pleased to inform me if Mr Mulford has Got any of his Good wine & how he sells it. inquire as for yourself, I want some for my own use & what I had from him before was very Good—

I am Gentlemen

Your Most Obedt Servt

MESSR HOWLAND & COIT

(Signed) J. BARRY

PROVIDENCE 27 March 1783

CAPT BARRY

This serves to Inform you Doct Kendal has Recovered against you one hundred and eighty pounds which I thought Mr Russell, Mr Jones, or Mr Brown would have Discharg'd the same, but it fell to me to do it which was a Great Damage to me to pay so much, which I was obliged to do or add more cost to it. I am now here and should have been glad to have seen you, which Disappointed me much, but my Business would not admit of my tarrying, but should be Glad you would Deschg the same as I am in want of the same. I give you Joy upon the Success attending you on this Voyage

I am with Due Respect

Your Most obt

(Signed) Jos. HENDERSON

ON BOARD THE ALLIANCE PETUXET March 28. 1783

SIR—

You will please send down in the Boat Two Coils of Nine Thread Ratline & 2 Coils of 12 thd Ratline, likewise 100 lbs of Waming [?] & five Quarters of Beef.

I am sorry we had not the pleasure of your company Yesterday I wish you had thought of them three Gentlemen sooner. My not being acquainted with them was the only Reason I did not ask them.

I Remain Sir  
your obed.

hum Servt

GEO OLNEY ESQUIRE

(Signed J. BARRY)

ON BOARD THE ALLIANCE PETUXET March 28 1783

SIR

Your favor of Yesterdays date I have received, & must confess it surprizes me very much when you tell me that Dr Kendal recovered one hundred & eighty pounds against me. I would not wish to Doubt Mr Hendersons word on that subject but I can hardly think that there is a sett of Laws that will Condemn a Man who is fighting for them without being heard.

If Doct. Kendal has sued me it must be for Service Done the public & the public must pay him. I am sorry you should be out of pockett but be assured before I pay it I must know what for

I am Sir

Your most Obedt

huml Servt

JOSEPH HENDERSON ESQR

(Signed) J. BARRY

MARINE OFFICE 29th March 1783

SIR

I have received your favor of 22nd Instant & Copy of the 20th, I write by this opportunity to Mr Olney to cause the Necessary Repairs to be done to your Ship, also to Ship the Necessary Stores &ca. You will Ship about fifty men, and no more provision than may be Necessary for a Short Run as far for Instance as the Chesapeak. I will take care and send on the proper officers. The Peace being about to take place you will not want any addition to your Gunners Stores or anything of that kind.

I am very Desirous that the Ship should be paid off & I write to Mr Olney on the subject. You will Recollect that at any Rate no more is to be paid than what has become due since the Commencement of my Administration. The pursers accounts have not been Transmitted by Mr Barclay, and therefore the final adjustment which I wish for cannot take place, however a payment may be made in part and the Ballances may be paid here as soon as the account can be settled. In order therefore to do Justice to the Public, & as much Justice as Possible to the Individuals concern'd I have determined on this Course. You must make the best Estimate you can of what is due to each Individual and Give an order on Mr Olney for the amount, taking care to leave so much behind as may cover the Demands against them in the pursers Books &ca. Mr Olney will pay these orders and they will be Transmitted to the Office here where the paymaster will liquidate all the accounts and pay the Ballences when appli'd for. But to avoid Mistakes it will be best for you to Give to each Man 2



Certificate that he belong'd to the Ship, with his Name and Rank, so that when he applies here he may be known by the paymaster and settled with accordingly. This you will see is the best mode I can adopt for adjustment until the accounts arrive, perhaps they may come Soon, and if so we may do better, but I wish that the officers and Seamen may have every Convenience which is possible under present circumstances. You will be pleased to transmitt your charges against those officers who staid in France and be prepared to Support them before a Court Martial.

JNO BARRY ESQR

ROBT. MORRIS.

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ON BOARD THE ALLIANCE March 30. 1783.

SIR—

I have to Inform you that we are doing all in our power to fit the Ship out, there are many things she stands in need off if the War Continues, but should there be a peace we might do without several light sails, water-casks and a small number of men added to what is on board might do to navigate her in peaceable times, likewise a small proportion of Spare Rigging, an article which is very dear here. I have the Money Still on board which makes me very uneasy as I dont think it is at all safe. I wrote you some time ago about officers. I wish you would be pleased to send them as soon as possible, for I stand in great need of them. A Purser is likewise Very much Wanting. Should the War Continue I have a plan to lay before you which I am pretty sure you will adopt, and I am certain will be of great Service to the public. I forgot to mention to you that Capt Harding came on board the Alliance at Cape Francois, and was of Great Service to me on all Occasion. As soon as the Ship is fitt to be left I should be much oblig'd to you for permission to go to Philadelphia, as my affairs in that place are lying in a Bad way, and my presents is requested to put them to rights, a few Days would Compleat the Business.

I have the honor to be Sir

Your Most Obedt

& Most Humbl Servt

HON ROBT MORRIS

(Signed) J. BARRY

ON BOARD THE ALLIANCE PAUTUXET March 31. 1783

SIR—

I am ject favoured with an opportunity by Mr Barret who came passenger in the Alliance from the Havana to acquaint you that the news of peace is very agreeably arrived. On account of which I am to inform you that if our ships are to Carry Cargoes, the Number of Officers ought to be reduced and on which I beg leave to lay before you the number that I think both necessary, and at ye Same time to keep up the appearance of a public Ship.

Two Lieutenants, a Master, Two Masters Mates, foer Midshipmen, one Lieut. of Marines, one Boatswain, one Gunner, one Carpenter, one Cooper, one Capt<sup>m</sup> Clerk to answer for a Purser, one Ships Steward, one Surgeon, one Surgeons Mate, a Boatswains Mate, a Gunners Mate, a Carpenters Mate, one Cook. The Ship at present is very Leaky. If we cannot find it out, we shall be obliged to heave her Down, if so & oblige to take the Copper off to find out the Leak. I think if we are to go a Mercht Voyage we had best not put it on again. Should that be the case Should be much obliged to you to lett me putt a small Round House on the Ship. The Expençe I will be at myself and it can be of no Damage to yr Ship in peaceable times, this is a poor place we have Got to, but I hope to do Evry thing to your Satisfaction.

I have the honor to be Sir

Your obedt

&amp; Very Huml Servt

HON. ROBT. MORRIS,

J. BARRY

BOSTON April 1st. 1783

DEAR SIR

Yesterday I Received your favour of 27th March & agreeable to your Desire I enclose you a List of the Men to whom I have advanced Money, that it may be Deducted from their Wages in Case Mr Morris should direct the payment of Wages at Rhode Island, & conclude to have the Alliance Remain there.

Mr William Cooper has heard nothing from his Son, nor was there any accounts left for him.

I Remain Sir with Esteem

Your Most Humble Servt

JNO. BARRY ESQUIRE

(Signed) THOMAS RUSSELL

ON BOARD THE ALLIANCE PATUXET April 3. 1783.

SIR—

I was Informed the other Day by a Letter from Joseph Henderson Esquire, Sheriff of Boston, that Doctr Kendal had Recov'd one hundred and Eighty pounds against me in one of your Courts. I must confess that its a mistery to me how any people can Give Sentence in favour of a Deserter, that is, one who Quits the public service without leave, while the man he sues is doing his Duty in serving his Country, however Sir, I should be much obliged to you to lett me know whether that Money is not to be paid by the public, and if so to send me a Certificate, if not I am in a fine Box after serving the Country faithfully the whole War to be obliged to leave it at last, as evry' Man, even Deserters that has been under me can sue me for what the public nor me have no right to pay them according to resolves of Congress.

I have the honor to be Sir

Your most obedt

huml Servt

JNO LOWELL ESQUIRE

(Signed) J. BARRY

ON BOARD THE ALLIANCE PAUTUXET April 3. 1783.

DR SIR

I have the pleasure to Inform you of my safe arrival here a few Days ago from the Havana, where I left a Brig<sup>t</sup> belonging to you, Capt Johnston from Bordeaux, I think you need be under no apprehensions of his being taken for its my opinion he will not sail in all this Month, in a Great Measure owing to his not having permission to Land his Cargo, those things take time for the officers there will not be hurried. In short they are a Lazy, indolent people alltogether. I wrote you when I was in America last that I had Given Mr Samuel Broom the Money I owed you and he promised he woud pay you in Boston Be pleased to lett me know if you have Got it,<sup>1</sup> and if you have advanced any more in the same way in order that I may pay, however if you have not it is well, as I have Got Money there through another Channell. My best Respects to all your Good Family, and believe me to be,

Dr Sir,

Your most obedt

Humble Servt

N. TRACY ESQUIRE—

(Signed) J. BARRY

ON BOARD THE ALLIANCE PAUTUXET April 4. 1783.

SIR—

I have jest had the pleasure of receiving yours of 28 Ultimo. I am very sorry I did not [know] Ceasar had a Master or a Mistress before or Rather that I had not a power from them to take care of his Wages & prize money the Cruize before Last. I think, but am not sure, a Mr Elliot of Boston had a power & Recd both. This cruize he Received from me in France 15 Guineas or thereabouts, the Remainder of his P. Money for the Ships sent in there, I will pay when the Property arrives in America, which I hope will be soon, when I am Inabled to Discharge that Trust the Alliance Crew put in me. I shall advertise it in the public Papers, when & where it is to be paid, & by whom, as for his wages for the Cruize, he will have Something Considerable coming. I expect Mr Morris will soon order it paid, when that is the case anybody with a power will Receive it. A few Days ago I Gave him Liberty to go to N. Port, and I dare say he is there now, he can Give a particular account of what he has Recd. The Chief of the Money I Gave him in france he laid out in Cloaths, and I am told he sent them ashore to his Mother. I am sorry to inform you that I do not like my Situation at all not so much that it is disagreeable to myself, but it is a Very Bad place to fitt out the Ship at & I fear when we come to make an overhaul, we shall find She wants more than we expected.

I have the honor to be Sir

Your Most Obedt

& Most Huml Servt

HONL WILL<sup>m</sup> ELLEREY

(Signed) J. BARRY

N. PORT—

ON BOARD THE ALLIANCE PAUTUXET April 4. 1783.

SIR.

I should be Glad to know if there is any Carpenters coming to Work, if not shall write to Mr Morris to have the Ship sent some where, where she can be Repaired, for I dont see how it will be possible to heave her Down here if what is to come is so Dainty as what you sent ye other Day. Should be much

obliged to you to send down more. Six Quire Letter Paper & a Carcan of Beef, if possible I will come to Town in the Afternoon tomorrow. I caught a severe cold or I should have had the pleasure of seeing you ere this pray lett me know how much we are to pay for the flatt, as we shall send her to Town tomorrow, having not much use for her at present.

I am Sir

Your Huml Servt

GEO OLNEY ESQR

(Signed) J. BARRY

PHILADELPHIA April 5. 1783

I need not tell you, My Dr Barry, how much I was pleased to hear of your arrival. I had the Good Luck to Get here the Very Day that you Got to N. Port, so that a point of Delicacy which prevented me from being from you has evenitabily [eventually?] turned out for the best. This will be handed you by the most agreeable of all messengers and to her I beg leave to refer you for whatever you may think proper to Enquire after hoping that She may have an agreeable Journey and meet you in health and contentment. I found here some letters from Mr Thomas Barclay which relates to your concerns. In one of the 7th January he informs me that he has shipped to my adress to your account sundry Goods by the Ship St. James amo<sup>t</sup> 11758.19—by the Ship Washington Capt Jonah 2244.8, and that he intends to ship by the America Capt Caldwell to the amo<sup>t</sup> of 20,000 livres. The Invoice of the two first are sent, and the Goods appear to be well assorted but it is unlucky that those Goods were order'd—you will certainly lose by them, especially as Mr Barclay writes that he has made Insurance, however you may Depend that I will do my best for your advantage. I have had Mrs Barrys consent to send what Remained with her to the Havana, and If I cannot sell them in a Day or two, I shall ship such parcels as may be suitable to our friend Sea Groves by Capt Deal—with orders to sell and Remit in Specie, and when the Goods from france may Arrive If they cannot be sold to some advantage I should like to have your Instructions to ship them likewise the same way which I apprehend will be best. Mrs Barry can inform

you of the unfortunate turn which Dry Goods have taken. It is almost Impossible to sell a single piece of anything, and Indeed there is a Total Stop put to all kinds of Trade. I have recd the accounts of Advances which you made to your officers in France, and in your Letter with that account you desire me in case Mr Barclay does not ship the Goods, to draw the Money accruing to yourself and officers for the sale of prizes out of his hands. Suppose Mr Barclay does not ship those Goods, pray Give me your Directions what is to be done. Have you Directed him to forward me the sales, and to answer my Bills if they should be Drawn. Exchange has Got up to 6½ for 5 Livres, at which I suppose it will Remain for some time. Should any of your Money come into my hands, how am I to dispose of it. Give your Sentiments on that head. It appears to me at present that every Course of Trade will be Extremely uncertain for some time, an emence Glut of Goods will certainly be sent in here, which will make ye Importation of them extremely precarious. Pray consider every matter and write to me fully. I shall attend and take up all your Letters here and will constantly advise you of evrything which may turn up.

Mr Morris Informs me that you are to come Round to Virginia to take in Tobacco for Holland. I suppose the summer will be pretty well advanc'd before you can sail from thence, and by that time I hope that yours & my affairs will be clos'd so as to enable me to Embarke with you to Negociate in Europe some plan that will turn to our Mutual Advantage, this is my Idea at present, and I shall use my Endeavours to fulfill it. Mr Morris talks of Leaving his office in May but I am Doubtful whether he will or not.

I shall now Trouble you in Regard to the Money which you bro<sup>t</sup> from Havana for my private account which was 4950 Dollars—

I shall draw upon you in favour of John Donald-  
son & Co which please to pay for . . . . 2500 Dolls.  
You will please pay to Mr Natl Barret who  
came your Passenger and take his Rect upon  
bill Lading which he has from Capt Jno  
Greene . . . . . 1500

You will please pay to Capt Samuel Stillman  
 who also came your passenger and take up  
 from him Capt Greenes Bill of Lading with a  
 Rect upon it the sum of . . . . . 1500

---

5500

If Capt Stillman is not present and you can find Capt Jon<sup>a</sup> Alden who also came with you, in that case take up from him Capt Greene's Bill of Lading for 1400 Dollars with a Receipt, and you need not mind Capt Stillman, but let him forward his bill here. Capt Greene Informs me that he has Requested you to pay to me orders 600 Dollars which you Brought for him. I have counted upon that Sum which will enable you to Pay what I have now mentioned, and will leave a ballance in my favour which you can send me, Gold or in any other way when convenient, your Rect given to Capt Greene and those Given for me I will forward to you with Receipts upon them when this Matter is clos'd I must beg of you to find out if Capt. Stillman or Capt Alden and settle with either of them, as it will save the Expence of bringing the Money here. When you take up their Bills of Lading, please to forward them to me by some safe hand. I shall thank you to send the inclosed Letter to Mr Barret per Post. I have said everything I can think of at present. I shall refer you to Mrs Barry for News both public and private, we are hourly expecting some accounts from Europe, It can hardly be doubted but we are on Peace, and yet it is Extrordinary why the confirmation of it is so long a coming. I shall be constantly on the Spot here, and I begg you to write me as often as possible. You may rely on my attention to Evrything which Regards you—being with Great Truth my Dr Barry

Your Affectionate friend

JOHN BARRY ESQR

JOHN BROWN

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PHILADELPHIA April 5. 1783

DR SIR

Be assured it Gives me Infinite pleasure to hear of your safe arrival and to have this opportunity of testifying it by

your worthy companion Mrs Barry. I hope you may both live long to enjoy the fruits of your Labor acquired with so much honor, Bravery & Danger, and I think you may count yourself almost singularly fortunate after the uncommon Risks you have Run, never to be taken during this Long & Disagreeable War which I hope is at last happily terminated, and believe me to be with sincerest wishes for your happiness

Dr Sir

Your affect Huml Servt

JNO BARRY ESQR

WM FRENCH

ON BOARD THE ALLIANCE PROVIDENCE RIVER April 8. 1783  
GENTLEMEN—

I have the pleasure to acquaint you that I Recd your favr of the 31 Ulto together with a copy of the most rascally writ couch'd with the most dirty Language I ever beheld. You may be assured if ever I catch either Majistrate or any of the Hallams out of their own State I will Dress them very Genteely for their Dirty Treatment, as for their sueing me I care not a figg for them. I comply'd with my orders and I out them, or any Dirty Scoundrels like them to Defyance. I think you had best fee a Lawyer and for your better Government I send you acct of the Recapture of the Sloop Fortune, and a copy of my orders from the Honl Robt Morris as those low fellows have taken such unwarrantable Steps I care not a farthing what Expence they run themselves to, I observe in the warrant they have not spelt my name right, therefore it cannot be me they have summon'd, and you can pay the money before they bring a right Summons. Inclos'd you have the papers for the distribution of the money in your hands belonging to the crew of the Alliance. I have had the pleasure of seeing Mr Mumford at providence, he will lett you have a quarter Cask of his best Madeira at 2 Dollars &  $\frac{3}{4}$  of a Dollar pr Gall. please to send it to me as soon as you can and pay him for it.

With Respect to your two Negroes there on board & their prize Money is still unpaid but what I gave them in france to get Cloaths for them which is about 120 Livres each. The people made me their Agent and the Ballance of their prize



money I order'd ship'd to Phila as soon as it arrives I shall advertise in order that they may be paid—you will Give me Directions with Respect to what is coming to you, it will not be near as much as people imagine, for the Sugars & Rum must have sold low, there being a Great Quantity in france.

I do not Expect to come your way nor neither do I want to see the acct but trust Intirely to yourselves. I am very sorry for your misfortunes & I hope now that we have peace you will soon make up your losses. Parker, Cooper, Geagan, Buckley, Gardner & Fletcher left me in France because I would not pay them their wages, a thing that was entirely out of my power having no orders about it, as for any Dislike they could have to me, I believe it was very small, for I assure you we always liv'd in that sociable way you saw in New London No doubt ere this, you have heard of the Luzernes arrival. I do not want any money myself in Phila but there is some private money on board the Alliance, and I dare say is the Merchts knew of your having that sum they would Give the money here. be pleased to make my best compliments to Capt Harding, and tell him I sett off in two or three Days for Philadelphia, if he has anything there to do he may command me. I wish you would lett me know what I am to do with your two Negros. I expect in a few Days to have orders to pay the people off, when that is the case shall acquaint you of it till then I remain

Gentlemen

Your most obedt

& Most Humble Servt

MESSRS HOWLAND & COIT

(Signed) J. BARRY

WEATHERSFIELD April 18. 1783

SIR—

We have had the pleasure to see your Letter to Capt Saml Stillman in which you Inform'd him that you would take up Capt John Greenes Bill of Ladg for 1500 Spanish Milled Dollars, provided he would send to Providence for ye cash. Agreeable

thereto we have sent by Capt Tryon the bearer said Bill Lading,  
which you will please pay to him agreeable to the endorsemnt  
thereon

We are Sir

Your Mo Obt

hum Servts

JNO BARRY ESQR

JNO WRIGHT & Co

In the following letter to John Brown, Captain Barry  
relates why he was unable to enter the Delaware, and was  
obliged to run northward to New London:

ON BOARD THE ALLIANCE, PROVIDENCE RIVER April 19. 1783  
DR BROWN

I have Receiv'd your favour of the fifth Ulto but before that  
came to hand I had the pleasure to hear of your safe arrival  
happy for you you had parted company with me, by that means  
you Got Safe in. I was standing in for the Capes and had  
Got in 7 fathms Water on the 5fm Bank, when it clear'd up and  
close on board of us was a 2 Decker & a frigate they immediately  
gave us Chase & we run them into 20 fm Water, in a short  
time it grew thick and we lost sight of them. I then wore and  
stood in shore again, when I got in 12 fm they were the second  
time close on board of us and a Little to Windwd. I then  
bore away & they Gave Chase which left an opning for you to  
Get in it blew very hard and night coming on we soon lost sight  
of them I hove the Logg myself & was going 14 Knotts with a  
Great Deal of care. With Respect to the Goods and Letters  
from Mr Thomas Barclay The Goods belonging to the officers  
& men of the Alliance who made me their Agent, a List of  
them I will send you as soon as possible with the stations they  
were in on board the Alliance as soon as Mr Barclay sends you  
the acct of the sales of the prizes I left in france, and the whole  
amount of them, you will sell the Goods in Philadelphia and  
when you have Got evrything in Readiness you will advertise  
to the ~~p~~ople to come and you will pay them the prize money  
for sd ships in a few Days I shall write you more fully on that  
head. My orders to Mr Barclay were to make Insurance,

but I suppose as it must be peace before he ship'd the Goods he had them Insured at a peace priming, if not I shall think very odd of it, however at all events as fast as the Goods come into your hands sell them to the best advantage & inform me from time to time Respecting them. as for what Mrs Barry left in Philadelphia you will dispose of them as well as you can and if you can lay the Money out to advantage for me i should be much obliged to you. I have paid 1400 Dollars to Capt Jon<sup>a</sup> Alden and I expect Capt Stillman here in a Day or two to Receive his, in short I shall do evrything in my power for you. I shall not have money enough to pay Barret but shall leave that for you to do, as he has Gone your Way. Mrs Barry desires her compliments to you. She tells me you expect to Go to Europe if so, I don't suppose it will be Requisite to tell you I shall be Glad of your company. I Recd a Letter from Capt Greene but you may be assured I will never answer it or write him a Line 'till he makes me an apology for his cool behavior on his coming on board the Alliance the Day after the Engagement. I have heard a Great Deal of his conduct that Day. I am very sertain if what has been told me be true, he knows nothing about fighting, or the proper Methods to be Taken relative to it. His Doctr I am told was  
[This is the end of the MSS]



## CHAPTER XX.

CAPTAIN BARRY RETURNS TO PHILADELPHIA. AT NEW YORK  
MEETS CAPTAIN VASHON OF THE SYBILLE.

1783.

John Brown, Secretary of the Board of Admiralty, now BOARD OF FINANCE under Robert Morris, on 10th May, 1783, wrote Captain Barry, at Providence. "As soon as you send me a list of the people who has money on board of your ship I shall give them due notice. Mr. Seagrove writes me that the vessel you engaged was a British frigate called the *Sybill*, of 32 guns. She arrived at Jamaica a mere wreck having 37 men killed and upwards of 50 wounded. The other two frigates were one of 36 and one of 28 guns."

The letter was sent by hand of Capt. Read.

Capt John Manley, in the frigate *Hague*, May 13th, 1783, wrote Capt. Barry, congratulating him on his safe arrival in the *Alliance*, then off Providence. He asked what number of officers would be continued on board for their present voyages.

Providence, June 20th, 1783, Lieut. Thos. Elwood made return of small arms on the *Alliance* when at L'Orient, last November, which he received for Mathew Parke, late Capt. of Marines on board the *Alliance*. [Barnes].

Captain Barry returned to Philadelphia by way of New York. The *Sybil*le was there. He visited her and "was politely treated," says Kessler. The vessel yet bore the marks of the injury Captain Barry inflicted on her hull, and "they said they had not been treated so roughly before."

She had been by the British captured from the French. On the Declaration of Peace the Hessians were, in May, 1783, embarked on her for transportation home. They had to pump her night and day to keep the water from filling her from five to eight feet because of her condition owing to having received

"eighteen cannon shot," relates one of the Hessian officers. [*Pa. Mag.* July 1902, p. 253.]

"Captain Barry went with the *Alliance* to Virginia, took on board a load of tobacco on public account, and went to Amsterdam and returned to Philadelphia," are the words with which Kessler closes his account.

Captain Barry being ordered to Virginia to freight the *Alliance* with tobacco for Holland for the public account, proceeded to perform that duty. On August 20th, 1783, he reported to Robert Morris:

ON BOARD ALLIANCE.

RAPPA RIVER, Aug. 20th

I have the honor to inform you that this day we have taken on board the last of Tobacco and shall Sail to-morrow morning. I have put more tobacco in the two decks than I intended the Ship stowing so little in her hold we have on board 500 hhds for the public and I assure you the privilege you was pleased to allow is chiefly put in the places that the officers sleep in (unfortunate the Cabbin and Ward rooms full.)

I flatter myself that my conduct will give satisfaction and shall always think myself happy in doing every thing in my power to merit your esteem. Am of opinion that unless very great prospects in Holland of freight our stay there ought to be short. I shall always pay strict attention to your orders."

[Barnes.]

ON BOARD THE ALLIANCE IN THE DELAWARE.

Aug. 26, 1783.

SIR:

I have to inform you that we sailed from the Capes of Virginia on the 24th inst. with a very good prospect before us and was in hopes to have made a short voyage, but as it is often the Case when Peoples Expectations are buoyed up with great Prospects they frequently find themselves Disappointed.

We had not been long out with a Moderate breeze wind and smooth Sea, when we discovered all of a sudden the Ship to make nineteen Inches per hour which occasioned my officers to send me the Inclosed—the wind in a short time after increase

and of course made the Sea a little rougher and She then made one Inch and a half pr Minute—finding as the Wind and Sea increased that the Leake did also in proportion until there is three feet of water in her hold, of course the lower teare of Tobacco must be damaged. I thought it most prudent to bear away for the Delaware, we being at that Time about mid way between the Capes of Virginia and the Delaware. Another circumstance operated very much against our prosecuting the voyage, which is this when we were coming down Providence river the Ship going four or five miles per hour the Pilot run her against a sunken Rock which stop'd her way as quick as thought we lay on said Rock about two hours, finding the Ship made no more water in consequence there of I was in good hopes she received no Damage but I have now great Reason to Suppose it is the occasion of her leaky condition as her Bottom was perfectly sound when hove down in Providence.

I am Sir

With the greatest Respect

Your obedient humbl Servt

JOHN BARRY.

TO THE HONBLE ROBERT MORRIS ESQ.

[Letters & Reports of the Sup't, of Finance, 1782-83, Vol. III No. 137, p. 49. in Library of Congress.]

The damage to the *Alliance* was serious enough to warrant Congress in appointing a Committee to examine into the condition of the ship. On September 5th, 1783, the records of Congress show:

"On the report of a Committee, consisting of Mr. Ellery, Mr. A. Lee and Mr. Gerry, to whom was referred a letter of the 1st from the agent of Marine.

*Resolved*: That the Agent of Marine be and he is hereby directed to cause the Ship *Alliance* to be unladen and her cargo freighted to Europe on the best terms..

That the Agent of Marine discharge the officers and crew of the ship *Alliance*, cause her to be surveyed and report to Congress the State she is in, with an estimate of the expense necessary to give her a good repair. [*Journal of Congress*.]

So reads the printed Journal of Congress but in the Papers of Congress, No. 28, p. 229, in the State Department the original report shows that after the words "best terms" the Committee's report continues:

[That the nett proceeds thereof be applied to the Super Intendence of Finance towards the payment of the Interest on the loans in Holland.]

These words are crossed out of the manuscript. Congress, probably, on vote having ordered that disposition of the proceeds to be stricken out or not adopted.

Robert Morris, the Agent of Marine, selected those to whom the following letter was addressed to make the survey and estimate required by Congress.

MARINE OFFICE, 6th October, 1783.

GENTLEMEN

I do myself the Honor to enclose you the Copy of an act of Congress of the fifth of last month in Pursuance thereof am to request that you will make the survey and Estimate mentioned in it. I pray you Gentlemen you will excuse this Trouble which arises from my Confidence in your Abilities and Integrity.

With Esteem and Respect

I have the Honor to be  
your most obedient

&

humble Servant

ROBERT MORRIS.

JOHN BARRY & THOMAS READ, ESQR.

MESSRS THOMAS PENROSE, JOSHUA HUMPHREYS JUNR

AND BENJAMIN G. EYRE.

[Barry's Letter Book.]

OFFICE OF FINANCE 22d Octor 1783

To all whom it may Concern I certify that when the Accounts  
of the American Officers and Soldiers shall have been duly  
liquidated by the proper Officer appointed for the Purpose  
under the Authority of the United States in Congress, and the  
Certificates given to such Officers and Soldiers. Those Cer-  
tificates being taken up by any State or Individual will place

such State or Individual in the Situation of a Creditor to the United States and entitle them to the amount of said Certificates with the Interest falling due thereon.

ROBT MORRIS.

[Barry's Letter Book.]

On November 17th, 1782, John Barclay, Hugh Smith, Samuel Cooper, James Geagan, Patrick Fletcher, Nicholas E. Gardner, Thomas Ellwood, A. Barker and at other times other officers and seamen of the *Alliance*, signed powers of Attorney authorizing Captain Barry to collect prize money due each from Thomas Barclay, Naval Agent at L'Orient. [Lib. Congress.]

A year later, the money not having been forwarded, Captain Barry on November 5th, and later November 28th, 1783, wrote Barclay relative to the money, saying on the latter date that a "French packet had arrived at New York but without a letter from you relative to the money in your hands" He repeats his statements sent on November 5th, of "the great embarrassment for want of the monney which remains with you. I am incessantly called upon and threatened with suits by the officers and crew of the *Alliance* for the balance of their Prize money and have in several instances been obliged to advance my own money to satisfy them which is very hard. Let me now intreat you to settle my account and provide full payment [Barnes.]

To this Barclay replied :

AUTEURIL, NEAR PARIS.

25, Dec. 1783.

SIR :

I am favd with your letter of 5th and should have written you sometime ago had I not Expected you at Amsterdam in the *Alliance*.

In letters from L'Orient we have told you that the amount of the outstanding debt due by Messrs. Canning & Maccarty was settled by them and the amount remitted you at Philadelphia.

I think you are certainly Mistaken in your Conjecture concerning the house having paid any money to the seamen of the *Alliance* without your orders. If they have they must abide



the consequences. The amount of the balance of your account in your favor is £3 119. 2. 7 from which are to be deducted 400 livres premium of Insurance to Capt. Barney, not yet brought to the debit of your account or the credit of his. I believe you have been furnished with a copy of this account current but lest you have not I will send you by Truxtun and all from London, tho' particular the sum which I have mentioned I take from information from the house. I am really vexed that you should have been under any difficulties for want of money. Be as sparing as you can with convenience to yourself and draw at as long sight as possible whatever you drew will be punctually honored. The money of the seamen was involved in the attachments but the idea was absurd. Inclosed is a copy of my answer to the late Master of the *Alliance* who applied to me for his prize money. Mr. Doignet of L'Orient was so much pressed on account of the advance which he made the officers that I paid him Ten thousand livres under his guarantee. The officers assigned over to Doignet their property in the prize money. Doignet assigned it over to Mr. Geoghan of Bordeaux who attached and a suit still pending.

THOS. BARCLAY.

[Library of Congress.]

But Barclay, during this time, had been giving some attention to the payment for on November 16th, he sent draft on Ephraim Blaine, at Philadelphia, for four hundred and Eighty Spanish Milled dollars in favor of Captain Barry. [Library Congress.]

I hereby Certify that Robert Hill serv'd on board the *Alliance* Frigate under my Command from November 1, 1781, to 24<sup>th</sup> Oct. 1783, & is Intitled to prize Money in part for Prizes taken by Sd Frigate During that time—

Given under my hand on board  
Sd Frigate this 5 November, 1783.

JOHN BARRY.

To whom it may Concern.

[Ford Co. N. Y. P. 2, Lib. Lenox.]

That the *Alliance* did not take the cargo of tobacco to Amsterdam is probable from Congress having ordered her to be

unloaded and a survey of cost of repairs made as well as from the report among the PAPERS OF CONGRESS; Reports Committees, No. 28, p. 225, at the State Department, Washington. The report reads:

The Committee to whom were referred a letter from the Agent of Marine of 19th inst., a report on one of the 4th Nov., last from the Super. of Finance and a letter from him of the 13th inst. report:

That by a survey of the Frigate Alliance on November last the necessary repairs were estimated at 5866½ dollars. That repairs to the Washington consume more money than she will be worth when repaired. That under present circumstances it is not necessary to keep the Alliance for the Protection of Commerce, nor the Washington for a Packet but that it will be for the interest of the Union to dispose of both for Continental securities. Whereupon

*Resolved*, That the Agent of Marine be directed to make Sale at public Auction of the frigate Alliance & Ship Washington for loan office certificates.

ENDORSED.

Report of Mr. Lee, Mr. Gerry, Mr. Read, respecting sale of the frigate Alliance & packet Washington. Delivered March 30th, 1784. Entered. Read.

Thursday, Apr. 8th assigned for consideration.

Acted on April 8th, 1784.

On letter of March 4th, 1784, from Agent of Marine.

On the original report the words "of the frigate Alliance" are crossed out. This shows the action of Congress refusing then, as we know, to order the sale of the Alliance. So she could not have been on trip to Holland. If Barry went to Holland what ship did he command? Nothing appears.

A memoir in the *Metropolitan Magazine*, Baltimore, August, 1856, says:—"After the Peace Barry visited the land of his birth."

Mr. Michael Browne, of Bridgetown, Wexford, writes: After the war of Independence was over Commodore Barry landed from his frigate in Ballyteague Bay, about six miles west of

Tacumhane. He visited his father's house which he found burned and finding no relatives or friends alive in the neighborhood returned sadly to his ship."

Thus the tradition at his birthplace seems to sustain the statement of the *Metropolitan* of almost half a century ago. But when this visit to Ireland occurred has not been discovered. By Barclay's letter of December 23d, 1783, it is evident Captain Barry was not then across the sea. He is known from documents cited later to have been in Philadelphia in February, in March, in May, July, September, October and November, 1784. In April and in December, 1785. From January to November, 1786, no records show his presence in Philadelphia, or elsewhere in the United States.

If Captain Barry visited Ireland after the Revolutionary War and anchored his vessel in Ballyteague Bay off the Barony of Bargy, as is traditionally related 'round about his birth-place and explicitly stated by the writer in the *Metropolitan Magazine* of Baltimore, in 1856, it may have been during 1786 or perhaps in 1791 he did so. There is, during these years, a dearth of information concerning him. There was no government vessel to command. No mention has been discovered of his engaging in the merchant service. He may have gone to Ireland as a passenger on a vessel bound there.

The story of his visit to his boyhood home, which yet lingers, naturally carried along the notion that it was in "his frigate." The absence of all mention of him during these years in official records at Washington or among his personal papers seems to sustain the tradition that he visited Ireland.

"An Account of Monies paid to the Officers and Crew of the Frigate 'Alliance,' and also of the net profits on sundry shares purchased for account of Captain John Barry and John Brown." dated January 12th, 1785, giving names where paid and amount to each, shows the total aggregated £2469.2.6.

On 22d April, 1785, John Shannon, of Ross, Ireland, wrote Captain Barry, saying that Barry's letters to his friends in Wexford had been brought to him and had given him much pleasure.

Shannon mentioned that he had a distillery and salt mines.

## CHAPTER XXI.

SALE OF THE ALLIANCE THE LAST OF THE REVOLUTIONARY NAVY  
SHE BECOMES A MERCHANT SHIP IN THE CHINA TRADE.

LETTERS AND BILLS OF CAPTAIN BARRY—LEGAL  
PROCEEDINGS AGAINST HIM—CON-  
GRESS ORDERS PAYMENT  
OF CLAIM.

The Committee of Congress—King, Howell and Pinckney—  
“to whom was referred a motion for the sale of the *Alliance*”  
reported on May 25th, 1785:

“That the Board of Treasury be and hereby are authorized  
and directed to sell for specie or public securities at public or  
private sale, the frigate *Alliance* with her tackle and appurten-  
ances (excepting her guns and other appointments which the  
Secretary at War is hereby directed to receive into his custody),  
the Board of Treasury giving previous notice of the sale in the  
newspapers of such States as they may judge proper.”

The report was laid over until June 3d, when the Resolution  
was adopted by Congress. Papers of Congress, No. 28, p. 213.]

So Congress parted with its last and best vessel. The new  
Nation was without a ship or flag on the ocean. “Every ship  
that remained—even the *Alliance* that had demonstrated her  
efficiency—was sold.” [Spears’ *His Navy*, 1, p. 211.]

The *Pennsylvania Gazette* of June 22d and later dates con-  
tains the following advertisement:

"Board of Treasury, New York, June 13, 1785.

SALE OF THE ALLIANCE.

On the first Tuesday of August next.

WILL BE SOLD AT PUBLIC AUCTION AT THE MERCHANTS' COFFEE  
HOUSE IN THE CITY OF PHILADELPHIA.

THE FRIGATE ALLIANCE.

now lying in the river Delaware with all her tackle and appurtenances (excepting her warlike appurtenances).

A description of the ship and inventory of her tackle and appurtenances will be published on the day of sale.

The payment for the convenience of the purchaser may be made in good negotiable paper payable in four equal monthly installments.

N. B. The sale will commence at twelve o'clock precisely."

Preparatory to the announced sale, the following order was issued on July 9th:

"SIR: You will please to deliver the military appointments of the ship *Alliance* to the bearer agreeable to the order of Captain Barry.

Yours,

"JAMES HOGDON,

"Com. Mil. Stores."

"Captain Coburn or Person  
in charge of the  
Continental Ship  
*Alliance*."

The ship was sold in pursuance of this announcement. The itemized statement of accounts in connection with the transaction, now in possession of General Kessler, of Butte, Montana, bears this endorsement:

"By these papers it appears that the Frigate *Alliance* was sold by the United States in 1785, that John Coburn and Whitehead were the purchasers at the sum of £2887, say \$7700, that they paid the U. S. in certificates of the public debt, which they purchased at about 2 shillings and three pence in the pound, and that they afterward sold the Frigate at a great profit to Robert Morris."

No records have been discovered showing the whereabouts of the *Alliance* from her sale, June, 1785 to June, 1787, when she went on a voyage to China under command of Capt. Thomas Read. Where was Captain John Barry? Was he in Ireland, or resting at Strawberry Hill in the Northern Liberties of Philadelphia?

But his ship, the staunch and swift *Alliance*, the chief ship of all the naval forces of the battling Colonies with which he must have parted with almost keen regret, had become a merchant ship like unto those she had so valiantly protected as moving agents of commerce. Her career is told by the *Freeman's Journal*, of Philadelphia, for September 24th, 1788:

"Captain Thomas Read in the ship *Alliance* bound to China, sailed from Philadelphia in June, 1787, and arrived at Canton 22d of December in the same year, having navigated on a route as yet unpractised by any other ship. Taking soundings of the Cape of Good Hope, he steered to the south-east, encircling all the eastern and south-eastern islands of the Indian Ocean, passing the south Cape of New Holland; and on the passage northward again towards Canton between latitude 7 and 4 degrees south and between longitude 156 and 162 east they discovered a number of islands the inhabitants of which were black with curled or woolly hair. Among these islands they had no soundings. About latitude 8 north and longitude 160 east they discovered two other islands inhabited by a brown people with straight black hair. These islands appear to be very fertile and much cultivated, and by the behavior of the inhabitants the ship's company were induced to believe they were the first discoverers. One of them was named the Morris Island, the other the Alliance. They did not land on any of them. These discoveries were made in November.

"The officers of the European ships in China were astonished to find a vessel arriving at that season of the year and with eagerness and pleasure examined the track of the voyage. They finished their voyage by arriving again at Philadelphia on September 17th, 1788, having returned by the usual route of the European ships until they were in the Atlantic Ocean."

On April 20th, 1789, Washington, on his way to New York

to be inaugurated first President of the United States, arrived in Philadelphia. In reporting the reception accorded to Washington the *Pennsylvania Gazette* related: "The ship *Alliance* and a Spanish merchant ship were handsomely decorated with the colors of different nations."

The *Alliance* was of 724 tons—a large ship for those days. "After all her wonderful escapes from the enemy and long perilous voyages, she at length died a natural death and laid her bones on Petty's Island," in the Delaware, opposite Port Richmond.

"One might believe that the good old ship had tried to lay her timbers as near as she could to the gallant sailor who had done such deeds of glory on her deck," says W. Seton, in *U. S. Catholic Historical Magazine*.

At low tide her timbers were visible and portions were removed until, in 1901, the American Dredging Company, in widening the channel, destroyed the remains of her hulk. A piece is exhibited in the eastern Museum of Independence Hall with a descriptive label stating that it is a piece of the *Alliance* commanded by Captain John Paul Jones. This is an error. The ship had but two direct commanders—Landaïs and Barry. Under the former she was part of Jones' fleet at the time of the battle between the *Bon Homme Richard* and the *Serapis*.

Another piece of the *Alliance* is in the cabinet of the American Catholic Historical Society of Philadelphia, presented by the compiler, Thomas Buchanan Read presented President Lincoln with "a piece of the *Alliance*, whose log-book records triumphs and incidents as glorious as the achievements of any vessel in the navies of the world."

The annexed poem, by Mr. Read, is extracted from "Patriotism in Poetry and Prose," by James E. Murdock, Philadelphia, 1865.

#### THE ALLIANCE

HERE is an oaken relic from a bark  
That speaks of olden scenes and ocean mystery,—  
An anchor from the Revolution ark,  
Dropt to the present through the twilight dark,  
Linking the troubled periods of our history.

It may be that the sapling of this wood,  
Crown'd on the coast with vines inviting inland  
Was swaying to the sea-wind's fitful mood,  
Learning the rocking motion of the flood,  
When roving Norsemen stood agaze at Vinland.

Or did it feel the westward-sweeping gale—  
The wind that still of God and freedom hymneth—  
Which landward drove the saintly hero's sail,  
Until the sea-toss'd pilgrims, worn and pale,  
Were landed on the icy rock of Plymouth?

Where'er it grew, the woodman found the oak,  
It knew the teamster and the hewer's trestle,  
It felt the hammers, snuff'd the pitchy smoke,  
Then seaward, like a steed from stall, it broke,  
While Salisbury hail'd her favourite warrior vessel.

Those were the days wherein we flung defiance  
Unto a tyrant monarch and his henchmen.  
We ask'd for friendship, France gave her compliance;  
And hence we call'd our vessel the Alliance,  
In honor of the noble-hearted Frenchmen.

Then France was generous France: her well-earned fame  
Shed round the world a lustre of pure glory,  
No Italy breathed curses on her name,  
No Mexico stood pointing at her shame  
With feeble fingers, desperate and gory.

The royal vessel sought her future realm,—  
Royal, because her parent oak was regal;  
And sceptred Science shaped her prow and helm,  
And crowned Courage, naught could overwhelm,  
Breathed in the bosom of that fierce sea-eagle.

The ocean cormorants fled before her path.  
Her wing, descried afar, was fearful omen;  
Full oft her desolating vengeance hath,  
In the great tempest of her iron wrath,  
Sent a wild shudder through the hearts of foemen.

Hers was the enviable pride to bear  
The unselfish hero's well-beloved exemplar,  
A Paladin whose heart was full of prayer  
For freedom's Palestine—his soul was there.  
Forever honor'd be the good knight-templar.



O Gratitude, forget not the ovations  
 Due to a noble country's nobler scion.  
 Let Lafayette, before the gaze of nations,  
 Stand canonized amidst our constellations,  
 Belted with starry fame, like brave Orion.

Old Europe's waters bore her graceful keel,  
 And heard the rolling of her threatening thunder;  
 She taught the insolent buccaneer to kneel  
 And sue for quarter,—taught their homes to feel  
 A mingled sense of due respect and wonder.

Though she a while the doubtful Landais bore,  
 It was her glorious privilege to carry  
 The pennant of Paul Jones, the Commodore,  
 The pride and terror of the sea and shore,  
 And his, the hardy and intrepid Barry.

And when the war was o'er, she laid aside  
 The latest vestige of the past commotion,  
 And to the winds of Commerce, far and wide,  
 Shook out her sails for other realms untried,  
 And brought home treasure from the farthest ocean.

\* \* \* \* \*

#### INCIDENTS IN THE HISTORY OF THE OLD WAR-SHIP THE ALLIANCE.

The Alliance was built at Salisbury, Massachusetts,—a place that figured as a building-station even in the seventeenth century. She was launched about the time the treaty was made with France, and named after that event. Cooper says, "She was the favorite ship of the American navy; and it may be said of the American people, during the War of the Revolution, filled some such place in the public mind as has since been occupied by her more celebrated successor the Constitution. She was a beautiful and an exceedingly fast ship, but was rendered less efficient than she might have proved, by the mistake of placing her under the command of a Frenchman, who had entered our service. This was evidently done to pay a compliment to the new allies of the Republic. This unfortunate selection produced mutinies, much discontent among the officers, and, in the end, grave irregularities. Landais was at last supposed to be insane, and was dismissed the navy."

The first prominent service this ship was employed in was to carry that gallant and devoted friend of the nation, Lafayette, to France. Then, under the command of Commodore Barry, one of the most brave and distinguished officers of the navy, she made another trip to France, carrying out Colonel Laurens as a commissioner to the French court. During the voyage back, Commodore Barry engaged two British ships of war, and in the midst of the fight, under every disadvantage, the Commodore was struck in the shoulder by a grape-shot, and carried below. One of his officers, following, stated to him the shattered condition of the ship, loss of men, &c., and asked if the orders should be struck.

"No," said the suffering Barry: "if you cannot fight the enemy, carry me on deck, and I will."

When the sailors heard the heroic answer of their commander, they rent the air with their shouts, crying that they would stick to the Commodore to the last. The fight was renewed, and the enemy's two ships struck to the Stars and Stripes.

Without enumerating further conflicts in which the Alliance maintained the honor of the flag of the young Republic, we will quote again from Cooper:—

"The peace of 1783 found the finances of the Government altogether unequal to the support of a navy. Most of the public cruisers had fallen into the hands of the enemy, or had been destroyed, and the few that remained were sold.

"The Alliance, which appears to have been a favorite ship of the service to the very last, was reluctantly parted with; but, a survey being held on her, she was disposed of, in preference to encountering the expense of repairs."

The last mention I find of the venerable pioneer of the sea is the following:—

In 1787, as an Indiaman, the Alliance frigate made a voyage to Canton, under the command of Captain Read, formerly of the navy. She still maintained her reputation for fast sailing, and was a pioneer to the last; for it will be remembered this was only two years after the opening of the China trade, she being perhaps the second or third ship

of any size engaged in the traffic. My father used to speak of her in connection with the coffee-trade to Java, and with many other facts not to be found in print.

There are few instances in the navies of the world of a ship of war achieving so many battle triumphs, and accomplishing so many peaceable missions, as this our old-time warrior. But ships, like men, must yield to the wear and tear of time and action.

Towards the close of her career she was frequently repaired, and, being found at last unseaworthy, was condemned and broken up for her copper and iron, old junk, &c. The hulk was run up on Petty's Island, where for many years it basked in the sunshine or braved the storm; and many a brave fellow, looking at the wreck, wiped away, perchance, a tear, with the sleeve of his coat, muttering to himself, "Perhaps that will be Jack's fate one of these days," and turning the quid in his mouth, with "Well, she was pluck to the last, and here goes for another cruise." So saying, it may be, he lowered his tarpaulon to the Stars and Stripes, and became once more one of Uncle Sam's men. [*ibid.*]

The annexed recommendation was given the father of the Miss Stafford and her brother mentioned in Chapter I.

PHILA, Thursday Feby 19th, 1784

GENTLEMEN

The Bearer of this, is my friend James B Stafford.—I have known him from his youth, he served under me, as Midshipman and acting Lieut in the continental Frigate Alliance, and previously served in the Letter of Marque the Kitty and another armed vessel during the whole war—he was honourably discharged from the service by me, by the order of the Agent of Marine as per resolution of congress for the discharge of the Officers and crew of the Ship Alliance.—At the request of the Secret Committee of Congress I sent him with a message from them to Henry Laurens Esqr then a prisoner of war, in the tower of London England—this duty he performed with

great fidelity and success and no better man can be found for a Super cargo of a Ship or other commercial business and therefore recommend him to you

MESSRS BURLING & GUYON MERCHT Yr Most Obt Servt

NEW YORK

JOHN BARRY

[From Original *Mss.*]

Barry's mother is said, after the death of Mr Barry, to have married John Howard Stafford. If that be so the gentleman recommended was probably of kin to Captain Barry, not now to be ascertained very readily.

The certificate, however, reveals a service which Barry was called to secure some trustworthy and discreet one to execute and of which there is no other known record of —to convey a secret message to Col Laureus, who had been taken while on the way to France as special commissioner.

This secret service was performed with fidelity and success.

In Lauren's account of his imprisonment as given in the Collection of the South Carolina Historical Society, Vol. 1, no mention of this message or of Stafford appears, though it is shown that Laurens had information conveyed to and fro.

On March 10th, 1784, Captain Barry applied to General Anthony Wayne for the loan of \$200 "to meet a demand the Bank has on me." This was the second request, "as first may not have been received." [Barnes.]

On May 24th, 1784, Schoolmaster George Fitz Gerald sent Captain Barry a bill for three months tuition of "Mr. [master] Howling £ 1. 2. 6 and for Paper and books during six months 7. 6d. The bill is marked "Paid."

This master Howling was no doubt, the son of his step-sister Margaret [Stafford] Howlin. Nothing further appears relating to his subsequent career.

On July 1st, 1784, Captain Barry's bill against the United States, in addition to a claim of \$354.39 for "Balance due," reads "To my wages from October 24th 1783 to 24th June 1784, 8 months at \$60. . . . . \$480 00  
To my subsistence 35 weeks is. . . . . 186 60  
To Alexander Murray's wages at \$30 per mo. . . . . 240 00

To Patrick Howley, seaman \$8 per mo . . . . .	64 00
To John Lesley's wages at \$8 per mo . . . . .	64 00
To Andrew Davis's wages at \$8 per mo . . . . .	64 00
To James Bryan's seaman \$8 per mo . . . . .	64 00
John Sullivan per mo \$5 . . . . .	40 00
To 59 3-16 Gals. Rum supplied the ship from 23rd October 1783 to March 31st 1784 at 3-9 per Gal . . . . .	29 54
To 26 9-16 Gals. from March 31st to June 24 @3 . . . . .	10 50
To 6 9-16 Gals. Supplied sailors at work . . . . .	2 56
[Library Congress.]	

The same day, July 1st, 1784, Captain Barry gave a letter of introduction of Col. Thomas Robinson, "a particular friend of mine, a brave and deserving officer in the service of his country. He is an entire stranger in Ireland—any civilities shown him will be grateful." The letter was addressed to Mr Henry Mitchall, Merchant, London Derry."

Lieut Stephen Gregory, who will be remembered as commander of the *Confederacy* in 1779, seeking to impress Barry's men of the *Delaware*, wrote from Port au Prince, 29th of September, 1784, to Barry at Philadelphia, saying: "I never could learn what become of you until I got to Port au Prince, where I learned after inquiry by several masters of Philadelphia ships that you was resting at home after tedious war." He requested Barry to aid him in obtaining leave from Congress to enter the merchants service and "if anything heaves in my way to serve Captain Barry depend upon my doing it with gladful heart at any time or place I might be in he pleases to command me." (Barnes.)

The pay roll of the Alliance for October 1st, 1784, shows Captain Barry's wages from 24th of June to 30th September at \$60 per month for three months and six days, \$192, and his subsistence for fourteen weeks and one day at 5 30-90 per month, \$74.60. [Barnes No. 814.]

The annexed letter tells of a part of the money brought by the *Alliance* from Havana:

TO JOHN M'ALISTER  
BALTIMORE

PHILA Oct 18th 1784.

I am much surprized at receiving a letter from you respecting the money I brought in the *Alliance* from Havana. I will give you a full state of the whole Matter. Mr Plunket shipt with me one thousand Dollars for Messrs Smith and Wood of Baltimore on my arrival at Providence I sent the letter on by Post many weeks passed without my hearing from those Gentlemen in the course of two months the money was arrested in my hands by a Mr. Guillio a Frenchman that had some concern with them. Been ordered to Sea I left the Money in the hands of Messrs Clark & Nightengale of Providence with particular orders to pay it as the court directed they taking up my bill of lading, however I heard no more of the matter till January following when I received a letter from Mr Wood from Genl Varnon Attorney for Smith & Wood informing that the court had determined in favour Smith & Wood. I then drew Bills on Messrs Clark & Nightengale in favour of Smith & Wood and delivered them to Wood—Just as my friends was going to pay Wood the money it was arrested a second time on their hands. The money is still in the hands of Clark & Nightengale I assure you it is a hard thing for me to be the judge of who it belongs to as I think Smith & Wood two shuffling fellars." [Barnes]

JOHN BARRY

From Annapolis on November 16th, 1784, Captain Alex. Murray wrote to Barry that the officers of the navy of Maryland had presented a memorial to be placed on the footing of officers of the land department. "I know not whether I am connected with Maryland or Pennsylvania; but it makes little odds by which I am paid, so I get my due. I have advised with friends. They desire me to write you to know what steps you have taken with your State; what hopes you have of their proceeding in the matter." [Collection of the late Charles Roberts.]

Captains Barry and Read took up the endeavor for equal justice. The papers of Congress now at the State Department in Washington, contain the following documents, the

first of which is entitled A Memorial of Navy Officers. It is addressed to His Excellency Richard H. Lee, President of Congress," and endorsed "No. 152 Letter—Sept. 24, 1785, John Barry, Thomas Read,"

PHILADELPHIA September 24, 1785.

"SIR: We have the honor to enclose to your Excellency Memorial to the Honble the Continental Congress.—

"From your early wish to establish a Navy for the United States we are led to hope your Excellency will give us your Interest in forwarding the prayer of our Memorial. We have the honor to be.—

"Sir Your Excellency Most Obedient Humb Servts

"JOHN BARRY

"THOMAS READ."

"HIS EXCELLENCY

THE PRESIDENT OF CONGRESS."

"To the Honble the Delegates of the United States in Congress Assembled.—

"The Memorial of Captains John Barry and Thomas Read in behalf of themselves and the other officers of the Continental Navy most respectfully Sheweth—

"That your memorialists have with the utmost fidelity served their Country by Sea since the commencement of the late war and where opportunity presented itself have rendered some services by land also—That they conceive their toils and labors to have been as great as those experienced by their brother officers in the Land Service, and that some of them have received as Honorable wounds in the execution of their Duty;—wounds which tho. from their nature may not at the present moment claim a pension, yet are sensibly felt and at some future day may incapacitate the unfortunate persons from earning even a common livelihood.

"Thus circumstanced, your memorialists cannot but feel themselves most sensibly hurt, when they reflect that they are the only Class of Officers in the United States who remain neglected and totally unprovided for.—The multiplicity of important business however, daily occupying the attention of Congress, no doubt, is the only cause of this neglect, and your

memorialists are convinced that your Honble Body never designed to make any distinction between your Land and Navy Officers, as such a distinction wou'd not only be opposed to justice; but has never heretofore been made by any Nation in the World.—

“It may be urged as an argument against the present memorial that the Navy Officers having had it in their power to take prizes had therefore a greater opportunity of making money than their Brother Officers in the Land Service, yet when your Honble Body will consider that your memorialists have had not only their own Officers but Prisoners and many others to entertain and that too out of the trifling pittance of five Dollars and one-third of a Dollar per week when in port and only half that sum ot sea, and even that sum paid in depreciated money sometimes at the rate of seventy-five for one—and that in general they have been subject to more expenses than the Officers in the Land Service, they are led to hope, that such an argument will have no weight against them—To this your memorialists beg leave to add, that few of the Ships belonging to the United States were ever suffered to cruise, but were sent on private service and ordered not to go out of their way but to keep clear of all Vessels whatever, and that such as were permitted had particular Cruising Grounds pointed out to them which frequently ensured them severe blows and but few prizes.—

“Your memorialists therefore humbly pray that they may be placed on a footing similar to that of their Brother Officers in the Land Services as to Half-pay or Commutation and Lands according to their Ranks respectively and your memorialists as in Duty bound will ever pray, &c.

“JOHN BARRY  
“THOMAS READ”

Endorsed “No. 53; Mem Capt J. Barry Th. Read,

“Read, 28 Sept., 1785, referred to Mr. King, Mr. Pettit, Mr. Kean.

The annexed memorial to congress shows how Captain Barry's services in taking a captured vessel from the British brought upon him legal proceedings



To the Honorable Congress of the United States of America—the memorial of Jedidiah Lees and Company of the County of New London in the State of Connecticut Merchants humbly sheweth.

That they were owners of a certain sloop called Fortune about forty tons Burthen which sailed from New London about the 12th Day of August 1782 with a cargo bound to Martinico in the West Indies. That on or about the 16th of the same month said sloop was Captured by a British Cruiser and soon after recaptured by Capt Barre, Americans of the continental frigate the Alliance and sent to Mr Cirenio Agent in Hispanola for the United States who sold said vessel and cargo but without any legal condemnation and paid into the Treasury of the United States one-half of the net proceeds of the sales. Your memorialists being ignorant of the Resolves of Congress generously offering to the original owners of recaptured vessels the half which belongs to the United States commenced an action against Capt Barre and have recorded a judgement for a much larger sum and taken out Execution thereon which remains unsatisfied, but being lately informed of the aforesaid Resolve they applied to the late Super Intendant of Finance and found the sum of about 5000 Livres Hispanola currency paid into the public Treasury which by the Papers herewith laid before your Honor may appear which money they would willingly receive and discharge Capt Barre but Mr Morris being out of office considers himself not authorized to pay the same without a special Resolve of Congress—Whereupon they humbly pray your Honors to grant them a special Resolve for that purpose or in some other way enable them to receive their money.

JEDIDIAH LEEDS & CO.

Trenton Dec 10th 1784.

[Papers of Congress, No. 41, Vol. V. p. 341.]

The "Journal of Congress" (vol. X, p. 46), under date of February 24, 1785, records that, relative to the memorial of Jedediah Leeds & Co., it was "resolved that the Treasurer of the United States pay to Jedediah Leeds & Co., or their order

the amount of 5063 livres, 6 fols. and 11 deniers, Hispanola currency, upon their giving to Captain Barry a full discharge from the judgement obtained against him by the said Jedediah Leeds & Co. at the Superior Court held at New London in the State of Connecticut, on the 4th Tuesday of September, 1784, and that the President issue his warrant accordingly."



## CHAPTER XXII.

BARRY'S SPIRITED ACTION AGAINST THE OPPONENTS OF THE  
NEW FEDERAL CONSTITUTION—HE GOES TO CHINA  
—RETURNS—REPORTS TO WASHINGTON  
—BARRY AT HOME.

On December 19th, 1785, from Edenton, S. C., a John Barry wrote to Captain John Barry, thanking him for his civilities while in Philadelphia. He had since been to Jamaica—"saw our namesake there—a worthy fellow—will be in Philadelphia—then I go to the old Sod."

What relative, if any, this John Barry was, has not been discovered.

The following note of Captain James Read is in the collection of the late Charles Roberts:—

DEAR SIR

I this moment rece'd your Note.—the address below is that which I would make to Mr. Pennell, as it is uncertain whether he be at N. York or Boston, he was at the former about ten days Ago, and the Post Master there will know whether he be gone on to Boston or Not.

I am Dr Sir

Yours James Read

Tuesday Morning

JOHN BARRY, ESQR

17 Jany 86

Address Joseph Pennell Esqr Commissioner of Accounts for  
Marine Department of the United States

at

New York or Boston

On November 2d, 1786, Colonel Benjamin Walker wrote Barry from New York:

SIR :

None of the books or papers of the *Alliance* in this office extend beyond 1781. I will be obliged to you to inform me what became of her Roll after that time and if you have them or any of her books which will enable me to settle with her crew to forward them to this office.

BENJAMIN WALKER.

Office of Accounts, Marine Dept., Nov. 2d, 1786.

[Lib of Congress.]

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Captain James Nicholson on November 6th, 1786, wrote from New York to Captain Barry that he was disappointed in getting the diploma of the Cincinnati Society in this place for Captain Step. Gregory. He requested Barry to make application at Philadelphia. [Roberts.]

On June 11th, 1787, Captain John Rosseter, then in the West Indies, wrote Captain Barry from Kingston that he was on a voyage in government service and desired to make known to him the disposition to make of certain money in his hands in case of accident. He said to Barry, "You being my only friend that I could make known the nature of my situation and place my confidence in, I have taken the liberty of troubling you with a detail of the expedition and voyage that I am to proceed in trusting your goodness that you will make known to my friends in case of accident happening to me by writing a few lines to Capt. Roger Scallan. I send one hundred dollars by Capt. Geo. Irwin of the *Live Oak* to Belfast in your hands which please remit to Capt. Scallan for my mother. [Barnes 878.]

Captain Barry was "resting" after the War, yet his restless spirit on one occasion demonstrated that he was a resolute and determined advocate of the New Federal Constitution, formulated by Washington and compatriots.

We find him engaged in a bold endeavor to secure the ratification of the Constitution formulated by the Federal Convention, which closed its deliberations on September 17, 1787.

We will now see him still resolute, active and, perhaps, too zealous in securing "the more perfect union" of the States whose Independence he had been so helpful in achieving.

The Confederation had proven unsuited to the needs of the country. By successive steps there came on the Convention of May 25, 1787, to reconsider the Articles of Confederation and to adopt a new plan of government, if necessary. It met and did its work, closing its sessions on September 17th following. That day the Pennsylvania members of the body notified the Assembly of their State that they were ready "to report at such time and place as they [the Assembly] may direct. Next morning "the honorable delegates representing this State in the late Federal Convention," led by Benjamin Franklin, "were ushered into the hall of the Assembly, made their report and presented the Constitution" just formulated by the Convention. No action was taken until September 29th, the last day but one of the session, when George Clymer proposed to refer the Act of Ratification to a Convention of the State. Pleas for delay were made. Thomas FitzSimons, a Catholic, one of the Representatives at the Constitutional Convention and also a member of the Assembly, opposed delay. After further debate it was resolved to call a State Convention, but the day was not set. Nineteen had voted against calling a convention, when Robert Whitehall, on behalf of the minority asked for postponement until the afternoon of the question fixing the time for the convention. This was granted. When the House met, the nineteen were absent and a quorum lacking. The absentees were sent for, found, but refused to appear. Then Mr. Wynkoop said: "If there is no way of compelling those who deserted from duty to perform it, then God be merciful to us." There was a way of "compelling" and Captain John Barry led the compellers.

"The next morning, a number of citizens, whose leader is said to have been Commodore John Barry, forcibly entered the lodgings of James McCalmont, a member from Franklin County and Jacob Miley, a member from Dauphin County, who were among the seceders, dragged them to the State House and thrust them into the chamber, where the Assembly was in session without a quorum."

There were then 46 members present.

Mr. McCalmont informed "the house that he had been

forcibly brought into the Assembly room contrary to his wishes by a number of citizens whom he did not know, and begged he might be dismissed." Mr. FitzSimons said that if any member of the House had forced the gentleman from the determination of absenting himself, of course such member's conduct met the disapprobation of the House. "But Mr. McCalmont is now here, and the business of the State cannot be accomplished if any one is suffered to withdraw."

Though Mr. McCalmont attempted to leave the Assembly, he was restrained by citizens. As Captain Barry had "dragged" him to the place, it is likely he remained to see the result of his course, and so to have been chief among those preventing McCalmont's exit.

So the minutes of the Assembly read: "Mr. McCalmont and Mr. Miley appeared in the Assembly Chamber, and, there being a quorum, the House resumed the consideration of the matter postponed yesterday."

The date of the Convention was fixed—the people cheered, Christ Church bells rang, and Capt. Barry, no doubt, was happy. For within twenty-three hours after the Constitutional Convention had adjourned the Assembly of Pennsylvania had called a Convention to act on it—thanks to the ardent zeal of Captain Barry.

The *Pittsburg Gazette*, of November 3d, and the *Pennsylvania Gazette* (of Philadelphia), November 19, 1787, had verses entitled "On the Running Away of the Nineteen members of the Assembly." These lines appeared:

"It seems to me I yet see Barry  
Drag out Mac Calmont. (By the Lord Harry  
The wight was right; and also Miley  
Was taken from an outhouse slily  
To constitute with him a quorum)  
For it seems he was *unus horum*."

But Mr. McCalmont was not done with the "dragging." On October 13, 1787, he presented a memorial to the Supreme Executive Council, and "several depositions in support thereof."

The Council "resolved that the Attorney-General be directed forthwith to commence a prosecution against Captain John Barry, and such other persons as shall be found to have been principally active in seizing the said James McCalmont or otherwise concerned in the riotous proceedings as set forth in the said memorial, and that the said memorial and depositions or copies thereof be transmitted with this resolution to the Attorney-General."

The yeas and nays were called on this resolution. The *Yeas* were Benjamin Franklin (President), Charles Biddle, (Vice President), Messrs. McLene, Redick, Hoge, Smilie, Whitehill, Baird. The *Nays* were Messrs. Hill, Dean and Muhlenberg. So the resolution was adopted.

The Attorney-General began suit. In the meantime the Convention to act on the Constitution had met and deliberated from November 21st to December 12th, when the Federal Constitution was ratified by a vote of 46 to 23.

This may have made it necessary for the Attorney-General to have advice. There evidently was a disposition to let the suit be "dropped." Accordingly at the meeting of the Supreme Executive Council, on February 16th, 1788, "the Attorney-General requested the advice of the Council, relative to the suit now carrying on by their order against Captain John Barry. The Council resolved that the Attorney-General be informed that Council do not wish to interfere, but that they leave the matter entirely with him to do as he shall judge best."

Nothing further appears relating to the prosecution of the case. Captain Barry had, by the time of the Council meeting, gone "beyond seas" to far off China.

After loading the *Alliance* with tobacco for Amsterdam and bringing her from Rappahanock, Virginia, in an unseaworthy condition, to Philadelphia where she was unladen and ordered to be sold, there is no mention of Captain Barry engaging in sea service until January, 1788, when he started on a voyage to China.

He had become commander of the merchant ship *Asia*, bound for China. On December 4th, 1787, he had obtained from the Consul of Sweden, at New York a letter to all Swedish

vessels requiring them to respect the *Asia* and to give aid when necessary. Jonathan Mifflin and John Frazier were named as Supercargoes of the vessel.

On December 12th, 1787, clearance papers signed by Archibald Engle were issued at the Philadelphia Custom House to the *Asia*.

On January 7, 1778, the *Asia*, sailed for China, in company with the *Canton*, commanded by Captain Truxtun. The *Asia* returned to Philadelphia on June 4, 1789. The *Canton* arrived home the next day.

By the annexed document we learn the names of officers and seamen to whom advance payments were made for this voyage.

Advanced the people belonging to the *Asia* the Sums & Articles :

Names	Stations	Dolls	Receipts
John Barry Esq	Captain		
James Josiah	Chief Mate	53- $\frac{1}{4}$	James Josiah
John E. Sword	Second Mate	42- $\frac{3}{4}$	John E. Sword
Nathan Dorsey	Doctor	48	Nathan Dorsey
Peau Wadman	Boatswain	22	Peau Wadman
John Gatt	Carpenter	24	John <sup>MARK</sup> <sub>X</sub> Galt
John Allen	Sail Maker	20	John Allen
William Johnson	Cooper	24	William Johnson
Joseph Mouldn	Boatswains Mate	18	Joseph Mohler
William Barry	Steward	18	William Barry
Delf Craig	Cook	18	Philadelphia <sup>HIS</sup> <sub>X</sub> Craig
Dennis McGloghlin	Seaman	16	Dennis <sup>HIS</sup> <sub>X</sub> McGloghlin
Thomas McGra	.....	18	Thomas McGra
James Hains	.....	18	James <sup>HIS</sup> <sub>X</sub> Hain
James McMichin	.....	18	James <sup>MARK</sup> <sub>HIS</sub> McMukin
Isacc Davis	.....	18	Isaac Davis
Wilm Burnet	.....	18	William Burnett
John Vainman	.....	18	Jno Vaneman
Isaac Luke	.....	16	Isaac Luke
John Tarris	.....	18	John Tarris
W. James Welsh	.....	18	James Welsh
William Cannon	Boy	10	Wm. Cannon
Willm Bryan	.....	10	Wm. Brian
Willm Vicary	.....	10	Wm. Vuary
Patrick Hay	.....	10	Patrick Hays
Jacob Robinson	Capt's Cook	20	Jacob Robinson
[Roberts]			



Captain Richard Dale on May 20th, 1788, just arrived at Canton, addressed Captain Barry, giving an account of the passage to China from Maco, saying: "On the twenty-second of December we came round New Holland to secure our passage for which we was much applauded by all commanders of Indianmen here being the first time that passage was ever attempted. Thirty men down with the scurvy—the old ship behaves very well as yet."

[Barnes' Col.]

The letter was addressed "John Barry, Esq., A American, Canton."

Our countrymen were then so few in China as to be conspicuous. Lately they have been so by their large numbers.

The following correspondence of the Chief Mate with Captain Barry, while at Canton, is from the autograph collection of the late Charles Roberts, of Philadelphia:

"SHIP *Asia* August 25 1788

"DEAR SIR:

"We have brought all the Casks out of the hole and stowed them in the 'twen decks, as far as the Bulkhead of the Steerage, there yet remains all the Gensing and Provisions, unstowed in the hole. In Breaking out the Liquors found one Puncheon of Rum Marked Stores and 5 Kegs Cargo intirely out a number of others that sounded hollow which took 5 Kegs more to fill them up which makes 10 Kegs in all that is out; all the other Liquors in good order; I am in hopes the Tanks will be finished to-night if so shall begin to land early to-morrow,

"from

"Dear Sir

'Your Humble Servant

" JAMES JOSIAH."

"P. S. Have sent 3½dozen beer in the boat.

"[Endorsed] John Barry Esq

"Canton"

September 25, 1788, from the ship *Asia*, Mate Josiah wrote to Barry, still on shore in Canton, reporting the freight on board and stating "the sick are something better than when you left us, but no one able to do duty. Mr. Gash I discharged and paid \$30 to."

The *Asia* remained at Canton, until January 7, 1789, just one year from her starting from Philadelphia loading with merchandize. The bills of lading in quaint old form recognizing, even in commercial dealings, the presence and Grace of God are now-a-days worthy of presentation. So one is herewith given.

Shipped by the Grace of God in good order and Condition by JOHN BARRY in and upon the Good Ship *Asia* whereof is master under God for this present voyage JOHN BARRY and now riding at anchor in Canton River and by God's Grace bound for Philadelphia to say, Ten bales Nankeens Containing in all nine hundred and fifty-two pieces being marked and numbered as in the Margin [I. B. N.] and are to be delivered in like good order and Condition at the aforesaid port of Philadelphia (the dangers of the seas only excepted) unto John Brown or to his Assigns they paying freight for the same Goods one third of the Net Profit of said Goods.

In witness whereof the Master or Purser of the said Ship hath affirmed to ten bills of lading all of his tenor & date the one of which ten Bills being accomplished the other one to stand void and so God send the Good Ship to her desired Port in Safety. Amen. Dated in Canton, this 26th day of December, 1788.

[Barnes.]

JOHN BARRY.

The Philadelphia papers thus reported the arrival of the *Asia* and the *Canton* from China:

The *Independent Gazette*, June 5, 1789, said: "Yesterday arrived in our river the ship *Asia*, Captain John Barry, of this port, from Canton in China and brings very pleasing and agreeable accounts from all the American vessels in that distant quarter of the globe. He sailed in company on January 7th last, with the ship *Canton*, Captain Truxton, and parted with her two days after leaving the Cape of Good Hope, so that she may be momentarily expected."

The *Pennsylvania Mercury and Universal Advertiser* of June 6th, said: "Thursday last arrived here the ship *Asia*, Captain John Barry, in four months and twenty days from Canton, in China. With her departed the ships *Canton*, Capt. Truxton, and *Jenny*, Capt. Thompson. The *Washington*, of Providence,

R. I., was to follow in a few days. The *Eleanor* was then fitting for a further voyage. Captain Barry, we learn, parted with the *Canton* and *Jenny* off the Cape of Good Hope. All well the 23d March."

*The Freeman's Journal*, June 10, 1789, said: "The ship *Asia*, Capt. Barry, and the ship *Canton*, Capt. Truxton, sailed from Canton China, on the same day, and, what is extraordinary after a voyage of four months and twenty days they arrived here on Friday last. With them departed the ship *Jenny*, Capt. Thompson. The *Washington* of Providence R. I. was to follow in a few days. The *Eleanor* was there fitting for a further voyage."

The *Pennsylvania Packet*, June 6th, said: "Yesterday arrived here from Canton in China the ship *Canton*, Capt. Truxton. She took her departure from the East Indies in company with the *Asia*, Capt. Barry who arrived here on Thursday."

The *New York Daily Advertiser*, June 8th, said: "The *Asia*, Barry, from Canton, arrived at Philadelphia in four months and twenty days from Canton. The *Washington*, of Providence, was to sail from Canton a few days after the *Asia*. The *Eleanor* of this port was fitting for a country voyage. The *Canton*, Truxton, is arrived at Philadelphia."

On his arrival Captain Barry wrote to President Washington, sending a list of ships at Canton when he left there. On July 6, 1789, Washington replied, acknowledging the list and thanking Barry "for this polite mark of his attention." [Washington Papers, vol. X.]

Senator Maclay, in his "Journal," thus makes record: "June 8. Heard on coming to my lodgings of the arrival of two Indianmen under the command of Barry and Truxtun who report all the rest to be on their way. And now, perhaps, we shall get the Impost and Collection Bills passed."

"A letter from a gentleman in New York to his friend in Philadelphia" written that day said: "The impost bill still hangs in the Senate, where many of the proposed duties are much reduced and the impolitic system of discrimination between States in alliance, or otherwise, done away."

Eight years afterwards the *Asia* was, on July 7, 1797, when

under command of Captain Yard, returning from Bengal, captured in sight of Cape May by the *Julia*, a Spanish privateer commanded by Don Baptista Mahon. The second mate, two passengers and a seaman were put in a pilot boat and sent to Philadelphia. The *Asia* belonged to Harrison & Sterrit and was valued at \$800,000.

Porcupine's *Gazette* said of this that the frigate [*United States* under Barry] was lying not thirty miles from the spot where this unbearable insult was offered the country. She ought to be towed down to the mouth of the river to shelter us from such unheard of disgrace."

The next month the vessel was recaptured by an American privateer from Providence off Havana. [Porcupine *Gazette* Sept. 5]

On August 6th, 1789, Captain Barry wrote John Heard at Woodbridge, New Jersey, that he would not think of paying £80 for a pair of horses without trying them, as Mrs. Barry was so timid. [Barnes.]



## CHAPTER XXIII.

ANOTHER CAPTAIN JOHN BARRY—UNFAVORABLE ACTION ON  
THE MEMORIAL OF CAPTAINS BARRY AND READ. BARRY'S  
ADVICE TO AN IRISH IMMIGRANT. "AMERICA THE  
BEST PLACE TO LIVE IN UNDER THE SUN."

On February 18th, 1790, Captain Barry paid \$6.00 for a copy of the Doway Bible, published by Carey, Stewart & Co. The receipt is in the collection of Capt. John S. Barnes, New York. Who has the Bible?

From New York, March 5th, 1790, Captain John Barry wrote Commodore John Barry, that he had just arrived from the Island of Granada and desires a berth on a ship bound for the East Indies, where he had a first cousin also named Barry.

Another cousin, David Barry, had married the daughter of Mr. Pursell, of Chester Co. David lived at Mount William on the Island of Granada. The young Captain Barry desired Commodore John Barry to address him at Dennis McCready's, Front St. near Fly Market, New York. The relationship has not been discovered.

Commodore John Barry, on April 15th, 1790, gave his namesake a letter to Joseph Sims, introducing "to you Captain John Barry, who I mentioned to you last Sunday, when you were so polite as to promise me the command of your sloop to him. I think you will find him a very sober and industrious man and one that will answer your Purpose any service confided to him will be gratefully acknowledged by &c.

JOHN BARRY.

[Barnes Col., No. 805.]

It is not in evidence whether employment was secured. Nearly three years later we will learn that this Captain John Barry recommended as very sober, had become Rum's victim. From Captain he had degraded to Second Mate and had

proven unworthy of even that position secured him by his distinguished namesake.

Senator Maclay's *Journal*, records, under date of March 26th, 1790. "A petition read from Captain Barry and others for commutation."

The Proceedings of the Senate shows:

"Memorial of the officers of the late Navy of the United States," praying that the same emoluments that were granted to the officers of the late Continental Navy may be extended to them, was read:

Ordered that this Memorial lie on the table.

In the House of Representatives action was not reached until June 24th, when the Committee on Memorial of the officers of the Navy reported:

The Committee report that they do not find any reason sufficient to justify the difference that has been made in the compensation of the officers of the army and of the navy of the United States, and are, therefore, of the opinion, that a law ought to pass for granting five years pay, equal to the commutation of half-pay, and also a bounty of land to the officers of the Navy, upon the same principles, and in the same manner, as has been granted to the officers of the army of the United States.

After debate Mr. Thomas FitzSimons, of Philadelphia, moved the report be recommitted.

The result was unfavorable to the petitioners. Captain Thomas Hartley, (who had been commander of the expedition against the Indians concerned in the Wyoming Massacre,) wrote to "Captain Barry near Philadelphia, in care of Major Samuel Nicholson, Conestoga Wagon, Philadelphia," saying under date of New York, June 25h, 1790:

"Yesterday we tried the Question concerning the officers of the Navy—and we lost it—tho' we had many reasons to suppose we might succeed Luke warm Friends, and some remarkable Changes were unfavorable Circumstances. I believe had the Question been tried elsewhere it is more than probable we might have met with better Fortune."

Senator Maclay's "*Journal*" also records May 10, 1790: "This was a day of company at our mess. The strangers were

Captain Barry, Col. Moylan, Mr. Tench Coxe, now succeeding to the assistantcy of the Treasury."

This year, 1790, Captain Barry was elected a member of the "Hibernian Society for the Relief of Emigrants from Ireland." He was also enrolled in "The Cincinnati." He had on June 17th, 1779, been elected a member of the FRIENDLY SONS OF ST. PATRICK. The HIBERNIAN SOCIETY of Philadelphia, has of late years taken the name of the FRIENDLY SONS OF ST. PATRICK, claiming that, by merger, the SONS became the HIBERNIANS. So the HIBERNIANS became the SONS again.

Captain Barry's views on the course emigrants from Ireland to America should pursue are worthy of reproduction and consideration even to-day.

Writing on January 2d, 1792, to James Corish, at New York, he said:

DEAR SIR:

I received your favor of the 29th ult., which gave me great pleasure to hear from an old school-fellow and one who had much of my esteem in our juvenile days. It would have given me an infinite satisfaction to have had a few lines from you on your arrival in this country and to have given you my opinion and advice on any Subject that might have been of service to you as it may be supposed I am better acquainted with the Country and the ways and manner of the people, at least I may presume so if thirty odd years residence will give me a title to it. I am much at a loss to know whether you have a Family or not and what your Views can be to buy land on the Mohawk river for a man of years to bury yourself in the woods unacquainted I presume with cutting down trees or building log houses far removed from any place to educate your children (if you have any) which you well Know must be the best fortune you can leave them, in short I wish very much to see you & if you can make it convenient to spend a few weeks with me at Strawberry Hill within three miles of Philadelphia where I have retired too on a handsome competency you will make me very happy. Mrs. Barry requests me to give her compliments to Mrs. Corish, if she be in New York and begs her to

accompany you. I think it the more necessary for you to come here and let me advise with you as I find the People of N. Y. have already deceived you by telling you that State is the most temperate in the Union the weather in the Summer in the Country parts of all Middle States is more equal but in the Winter the further Northward the long and more severe the cold but at all events you ought not to buy a foot of land until the snow is off the ground. With much esteem,

JOHN BARRY.

On April 2d, 1792, was proved the will of Henry Gurney, of the Northern Liberties, of Philadelphia, near Captain Barry's Strawberry Hill estate. The will was signed February 22, 1790. It was witnessed by John Barry and Sarah his wife and by John Sellayeswz. [Wills W., p. 236.]

The annexed letter is from Hon. James Jackson, Representative in Congress from Georgia:

SAVANNAH, September 1st, 1792.

DEAR SIR:

I had intended doing myself the pleasure of writing you by Captain Collings, and of sending you, by the Same Conveyance, the young trees I promised you whilst under your hospitable roof last Spring; but I found, on drawing them, that the season had too much effect, and that they would not bear the voyage. I have therefore declined sending them until the Spring.

I had the pleasure of seeing your Nephew a few days since. He was well, and says he has a full share of practice where he has settled. He had been a little feverish; but it had gone off. I tell him that the Doctor's Harvest cannot be reaped without his tasting of the grain. There is one thing in Doctor's sicknesses, however, contrary to their general run of practice; which is, that while they are lavish, in the extreme, of their medicine to common patients, they are very niggardly of it to themselves. I never knew a Doctor fond of taking Physick, and your Nephew Confesses to me that he does not like it. Doctor Henderson has removed from this to Charleston, but I advise Dr. Keen to persevere in Georgia.

I came off without seeing you, and of course did not receive



any instruction relative to your business in this State which you had mentioned to me. Should you honor me with any commands, I shall attentively regard them.

I beg my respects to Mrs. Barry and Miss Keene, as well as to Mr. Keene in the City, with whom I had hoped to have procured an acquaintance. Illness on one side, and business and hurry on the other, prevented that pleasure. Mrs. Jackson, altho unacquainted with the ladies, requests her compliments.

I am, dear Sir, with real regard,  
Yr. Most obedt Servt.

JAS. JACKSON.

CAPTAIN BARRY.

[Coll. Simon Gratz, Esq.,]

To David Barry at Mount William in the Island of Granada, Commodore Barry wrote:

STRAWBERRY HILL, DEC. 6TH, 1792.

Since my last by way of Barbadoes no opportunity has offered untill the present one via North Carolina. Such is the difficulty we lay under here in respect to your Island, after returning you my thanks for all favors I must beg leave to inform you of your cousin John Barry. I got him second mate of an Indian out of this place. She is since arrived and left him in Bengal, from what I can learn from the Captain and the other officers, he is too fond of drink and little or no stability, he married here a few days before he sailed and has at this time a wife and young child with nothing to support them but the hard work of the mother who I understand goes out nursing.

I suppose you are determined to spend the remainder of your days in Ireland; but if you are not fixed in that, I think this the best country for a man to live in under the sun. There is every thing that the heart can wish for here.

Should you incline to come here and settle I would recommend it to you to make a small trip to view the country and see how you like it. I have ventured to send you a half barrel of prime pieces of beef which I hope you will except [*sic*] it would have been much better when you receive it had it gone immediately from this to you.

Mrs. Barry joins me in best respects to Mrs. Barry you and family and believe me to be your

Esteemed friend and very obedient servant,

JOHN BARRY.

P. S. Mrs. B. begs me to make an apology for her not being able to send something by this opportunity.

MR. DAVID BARRY.

[Sold at Davis and Harvey's, Philadelphia, April 27th, 1900.]

The next record shows Captain Barry writing to Mathew Carey

"STRAWBERRY HILL, Oct 20th, 1793.

"DEAR SIR:"

"From an advertisement in Brown's Paper of the 18th inst. I have taken the Liberty to acquaint you that there is a young Gentleman a friend of mine who has lived with me these three months. He is lately from Ireland and wishes to be employed as a Clerk. I can recommend him for his integrity and sobriety. If you have not already engaged one, you will oblige me by letting me know the place and terms.

"I hope you and Family have kept clear of the disorder prevailing in town and I pray God you may continue so.

"Mrs Barry's compliments to Mrs Carey and believe me

"Dear Sir

"Your obedient

"Humble Servant

"JOHN BARRY."

"MR. MATHEW CAREY"

[From collection of F. Dreer, Esq.]

The advertisement called for "a person who writes a legible and correct hand and who has been accustomed to give regular attendance."

"The disorder prevailing" was the yellow fever. From August 1st to November 9th, 4,041 victims of it were buried. Of the number 335 were Catholics. Fathers Fleming and Graessl were of the number. They died in October.

Strawberry Hill, Captain Barry's summer residence, was on

Gunner's Run, above Rose Hill, in the neighborhood of Frankford, opposite Peter Keen's plantation on Poor Island.

In Mathew Carey's correspondence, Book No. 3, letter No. 573 is Barry's reply, saying:

DEAR SIR:

Inclosed you have your bill accepted by Mr. Leamy and I must beg leave to inform you that the place will not do for my Friend the term is too short and the wages too low but should you hear of any place that you think worth a young man's acceptance you will oblige me very much to inform me of it. I am with &c.

Letter No, 574, is from Mrs. Barry, saying:

SIR:

I am extremely sorry that Cap. Barry's being from home puts it entirely out of his power to comply with your request.

With much respect,

SARAH BARRY.

The letter following from Carey's correspondence, are those just given, and all without date.

I wish to know what has become of the other notes I have endorsed. I am Yours &c. JOHN BARRY.

[No. 576.]

DEAR SIR: You will oblige me to let the bearer have one Quire of your common writing paper and the Lessons in Elocution or a Selection of Pieces in prose and Verse charge them to me and I will call and pay, if you have not the book be pleased to get it for him. I am with esteem

Dear Sir Your Humble Servt

JOHN BARRY.

P S If you have any notes let me have one.

J. B.

ADDRESSED

MR. MATHEW CAREY  
NO. 118 MARKET ST  
a few doors below fourth  
Street south  
side.

[No. 577.]

Mr Barry's compts to Mr. Carey would be much obliged to let Bearer have the Plays of the Carmelite, Isabella and Peeping Tom of Coventry. Cap B. will call and pay you the first time he is in Philad.

STRAWBERRY HILL JAN 24TH [no year.]

[No 578.]

On December 14th, 1793, Thomas Barry of Albany, N. Y., wrote Captain Barry that his "New elegant house was destroyed by fire." He asked assistance of friends to rebuild. This Thomas Barry was one of the founders of the Church in Albany. On September 13th, 1797, he laid the corner stone of the first Catholic Church in that City, one of the rare instances of a layman performing such a ceremony. He had been to Canada to collect funds, Bishop Hubert by a circular letter of March 4th, 1797, commending him to the parish priests. [Shea. 11, p. 432-4.]



## CHAPTER XXIV.

BARRY OFFERS HIS SERVICE TO PRESIDENT WASHINGTON IN  
CASE OF WAR AGAINST THE ALGERINES.—IS APPOINTED  
THE FIRST CAPTAIN OF THE NEW NAVY.—COMMISSION  
NO. I.—CONGRATULATIONS.

In 1793 France and England engaged in War. President Washington declared our government would "use every means in its power to prevent citizens from embroiling us with either power." Later, he issued a proclamation of neutrality. Public sentiments in Philadelphia, if not elsewhere, was, however, on the side of the French, as this item illustrates:

On April 25th, 1793, the British ship *Grange* while at anchor in Delaware Bay was taken by the *Embuscade*, a French frigate and brought to Philadelphia a prize, "Upon her coming in sight, thousands and thousands of the yeomanry of the city crowded and covered the wharves. Never before was such a crowd seen there, and when the British colors were seen reversed and the French flag flying above them they burst into peals of exultation." [Jefferson's Works 111 p. 348.]

Like captures on the part of the British and the repetition of such seizures by the French, coupled with the depredations of the Algerines upon American vessels in the Mediterranean and the impressment of our seamen by the British strengthened the declarations of Thomas Jefferson in 1785, and others at subsequent periods, that "Some naval force is necessary if we mean to be Commercial." [Forman's Jefferson p. 316.]

Accordingly when Congress assembled in December, 1793 the building of frigates early engaged attention. In addition to the ravages of the corsairs of Algeria there was possibility of War with France as well as England. Washington sought the opinion of Governor Clinton, of New York, as to "how the Canadians" stand affected to their government and what part they would be disposed to act if a rupture between

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10. 10. 10. 10.

Sir - Finding that Government have partly determined to fit out  
some Ship of War to the protection of our Trade against the Algerines  
I beg leave to offer my self to the Com<sup>d</sup> of the Squadron commencing  
my self confident that should your Excellency that should  
I be honored with your approbation my utmost <sup>ability</sup> ~~at this~~  
and the most unremitting attention shall be exerted for  
the good of my Country, and also to expose my self  
Worthy of the high honor ~~shown~~ <sup>shown</sup> by your Excellency  
To your Obedient Serv<sup>t</sup> Sir -  
JTB

March 19. 1794

Copy

The Excellency. The President of the United States  
Mr.

CAPTAIN BARRY'S OFFER TO SERVE AGAINST THE ALGERINES.

this country and Great Britain should take place." [Writings X 395.] Later information from London that "a war with the United States will not be hazarded;" though measures had "been taken to provoke England to strike the first blow, it was found the nation would not acquiesce in such a war."

All this caused public and official attention to be given to the formation of a Navy. The United States was a country without a Ship of War. When the public policy became determined by the course of Congress Captain John Barry, always prompt and foremost when public endeavor for the general good and defence of his Country demanded the services of its citizens, as early as March 19th, 1794, addressed to President Washington an offer of his services.

CAPTAIN JOHN BARRY OFFERS HIS SERVICES TO WASHINGTON.

SIR

Finding that the Government have partly determined to fit out some Ships of War for the protection of our trade against the Algerines I beg leave to offer myself for the Comd of the Squadron conceiving myself competent thereto assuring your Excellency that should I be honored with your approbation, my utmost abilities and the most unremitting attention should be exerted for the good of my Country and also to approve myself worthy of the high honor shown by your Excellency.

To your Obedient Humbl Ser

A handwritten signature in cursive script, reading "John Barry". The signature is written in dark ink and is positioned to the right of the typed name "John Barry".

March 19th, 1784.

His Excellency

THE PRESIDENT OF THE UNITED STATES.

[No 804 Barnes Coll.]

Captain Nicholson on 29th January 1794 wrote to Captain Barry relative to the arrangements of Congress regarding rank of officers of the Navy, saying his old commission was



issued 10th December, 1776, and signed by John Hancock, President of Congress and was given him by Franklin and Deane at Paris. He feared his name and rank might not have been put in the Marine list. He requested Barry to have it placed in proper place and "after establishing yourself on such command as may be pleasing to you to help an old friend and brother officer." [Barnes.]

"The depredation of the Algerine corsairs on the commerce of the United States rendered it necessary that a naval force should be provided for its protection," reads the Act of March 27th, 1794, signed by Washington. This Act is the beginning of the present American Navy.

Congress ordered the construction and equipment of three frigates of 44 guns and three of lesser weight and tonnage.

On June 6th, 1794, announcement was made of the appointment of six Captains to superintend the construction and to take command of the vessels.

The following documents are transcripts from the original records at Washington:

WAR DEPARTMENT, JUNE 5, 1794.

SIR: The President of the United States by and with the advice and consent of the Senate has appointed you to be a Captain of one of the ships to be provided in pursuance of the act to provide a naval armament herein enclosed.

It is to be understood that the relative rank of the Captains is to be in the following order:

John Barry.  
Samuel Nicholson.  
Silas Talbot.  
Joshua Barney.  
Richard Dale.  
Thomas Truxtun.

You will please to inform me as soon as convenient whether you accept or decline the appointment.

I am, sir, etc.,

CAPTAIN BARRY.

HENRY KNOX,  
Secretary of War.

Captain Barry's acceptance, now in the Ford Collection in Lenox Branch of the New York Public Library, reads:

STRAWBERRY HILL June 6, 1794.

SIR:

The honor done me in appointing me a Commander in the Navy of the United States is gratefully Acknowledged and Accepted by—

Sir

Your, most Obedient,

Humbl. Serv't

THE HONBLE.

HENRY KNOX

SECRETARY OF WAR.

JOHN BARRY.

Captain Barney declined the appointment because of the rank—fourth—assigned him. Captain James Sever was appointed in his place, but his rank was assigned next below Captain Truxtun—the sixth.

Captain Samuel Nicholson—the second in rank—sent congratulations to his senior ranking officer.—

BOSTON, June 14th, 1794.

Give me leave to congratulate you on your Honourable appointment to the Command of our Navy. I make no doubt but it is to your satisfaction and to all who wish well to this country. I can assure you there is none in this quarter that is not well pleased with the President's appointment [a few only excepted who wished themselves or friends in it.] Pray inform me by a line when and where our Ships are to be built and who are to build them, what is to be our uniform, and who are likely to be our officers. Any information you shall give me I shall be very thankful for.

Pray, my dear friend, tell me if you think I can possibly get my two sons in as Midshipmen—they are twelve and eleven years old and very stout grown lads.

I owe my thanks to my friends and am much pleased with my appointment. Mrs. Nicholson joins in compliments to Mrs. Barry and believe me,

Your Very Humble Servant,

TO COMMODORE BARRY,

SAM. NICHOLSON.

[Ms.]

Captain Barry replied on June 24th, congratulating Captain Nicholson on his "appointment as second in command of the Navy of the United States," informing him that the ships are to be built in different States; Captain Dale's in Norfolk; Truxtun's at Baltimore; Barry's at Philadelphia; Talbot's at New York; Nicholson's at Boston; Portsmouth N. H., the Captain not yet appointed; there are over one hundred applications; the uniform is not yet fixed; I think it will be blue and buff. [Barnes' Col. 807.]

Washington at this time—June 25—had written Governor Morris that his purpose was "to preserve the country in peace, if I can and to be prepared for war if I cannot," Events recorded and many others not within the scope of our History show that in the Navy line preparations for war were being made.

On July 1st Captain Barry signed this oath of fidelity:

CAPTAIN BARRY'S OATH.

I John Barry do solemnly swear to bear true allegiance to the United States of America and to serve them honestly and faithfully against all their enemies or opposers whomsoever and to observe and obey the orders of the President of the United States of America and the orders of the officers appointed over me, according to the articles of war, and that I will support the Constitution of the United States.

So help me God.

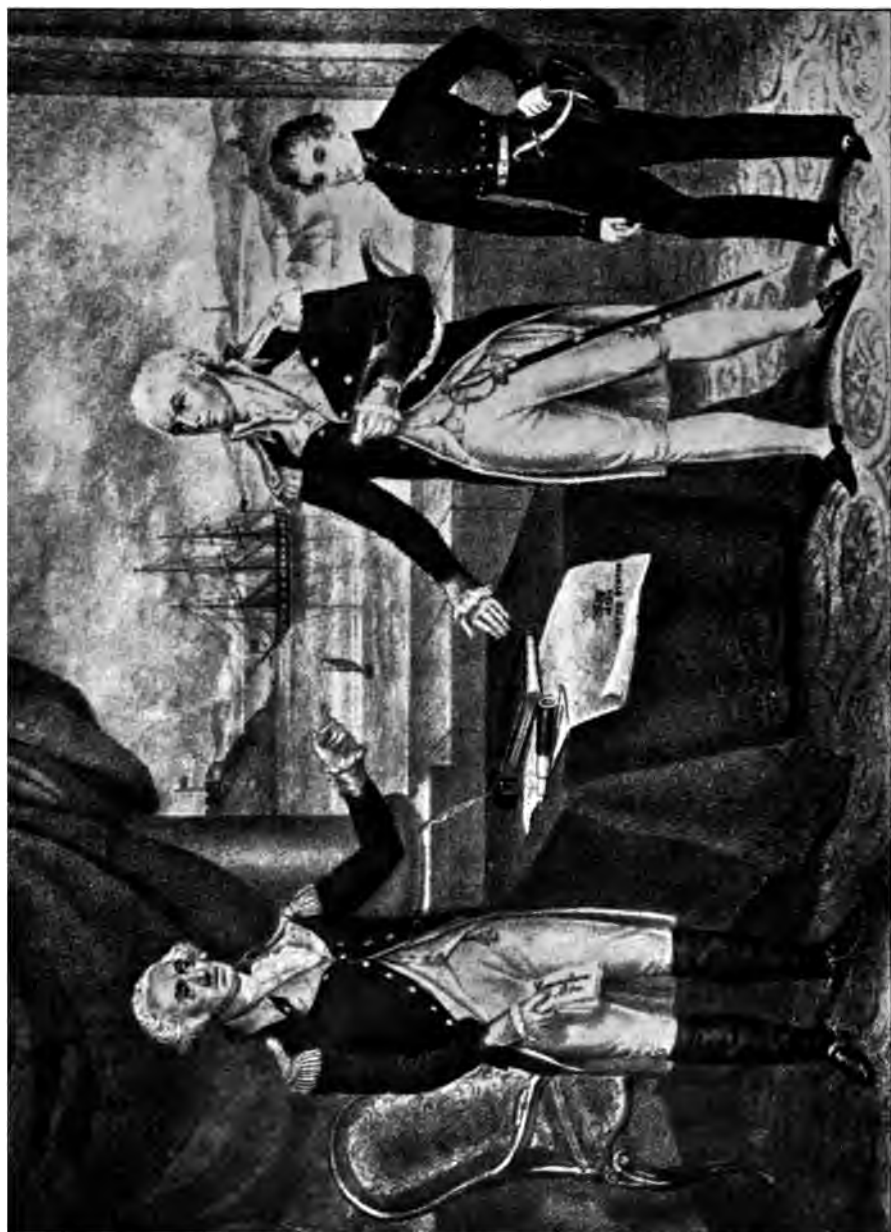
JOHN BARRY.

Sworn before me this 1st day of July 1794.

RICHARD PETERS.

Captain Barry's commission is in possession of Mrs. W. Horace Hepburn, granddaughter of Barry's nephew, Capt. Patrick Hayes; it is "No. 1," and was signed by Washington on his birthday, February 22, 1797, when the frigate *United States* was nearly ready for launching.

"Captain Barry," says Cooper's History of the Navy, "was the only one of the six surviving Captains of the Revolutionary war who was not born in America, but he had passed nearly all his life in it, and was thoroughly identified with his adopted



WASHINGTON, PRESENTING COMMISSION NO. 1 TO CAPTAIN JOHN BARRY



countrymen in interest and feeling. He had often distinguished himself during the Revolution, and perhaps of all the naval Captains that remained he was the one who possessed a greater reputation for experience, conduct and skill. His appointment met with general approbation, nor did anything ever occur to give the Government reason to regret its selection."

On April 17th, 1794, Will Kearney, Jr., of Wexford, Ireland, wrote Capt. Barry for assistance "for your Sister Margaret Howlin who has not heard from you since your last letter of November 20th, 1792." "I am a near neighbor of yours but so long ago that probably you do not recollect one of the name." He inquired if "malt liquors were in esteem in your country."

Captain Barry did not reply to this, as is evident from this letter in the possession of Mrs Hepburn.

WEXFORD, August 6th 1794.

MY DEAR BROTHER:—Your letter of the 20th of November 1792 was the only one I ever had the favor of receiving from you. I wrote two letters to you but as I received no answer nor account of you since that letter I am doubtful of your receiving mine. I now embrace this opportunity of writing to you by Capt. Rossiter and trust in God your family are in good health. Paddy sends his love to you. He is now feeble and old and does everything in his power for me. I can't account for anything that might have given you displeasure formerly and never shall forget my prayers and love to you as a sister. I thank you for your kind expression of promising to send me some token of your affection and I am my dear Brother

Your most affectionate sister

MARGARET HOWLIN.

According to information derived from Miss Sarah Smith Stafford, of Trenton, N. J., after the death of Commodore Barry's father, Mrs. Barry married John Howard Stafford. They had issue Patrick and Margaret. Margaret became Mrs. Howlin.

Who was "Paddy," "old and feeble"?

Capt Barry's intention to send a "token of his affection,"

may have referred to a legacy mentioned in a will he had this year had drawn, but which he did not execute.

By his will of 1803 it would appear that Mrs. Howlin was then dead, as a bequest is made to her daughter Ellen.

Capt. John Rossiter was a Philadelphian, and, in 1809, a trustee of St. Mary's Church. He was commander of the ship *China*. He died in 1810.







**THE PRESIDENT of the UNITED STATES of AMERICA.**

To, John. Barry.

**I GEORGE WASHINGTON**, President of the United States, *in my special trust* and confidence in you, *do hereby* **appoint** you, **Captain** on the Navy of the **UNITED STATES**, and **Commander** and **Commandant** of the **SEVATEE**, *appointed you* **Captain** on the Navy of the **UNITED STATES**, and **Commander** of the **SEVATEE** called **UNITED STATES**, to take **Rank** from the sixth day of June, one thousand seven hundred and ninety four. You are to refer in reply and ship only to discharge the duty of **Captain** and **Commander** by doing and performing all manner of things therein belonging. That if you strictly charge and require all **Officers**, **Marines**, and **Servants** under your command to be obedient to your **Order** as **Captain** and **Commander**. And require to **obey** and **follow** such **orders** and **do** above as you in time to time as you shall receive from the **President of the United States**, or any **superior** appointed over you, according to the rules and discipline of War and the usage of the Sea. **THIS COMMISSION** to continue in force during the pleasure of the **President of the United States**.

**Given** under my hand at, New-York, this, twenty, second day of, January, in the year of our Lord, one thousand seven hundred and ninety, seven, and, of the, twenty, second, independence, of the, United, States, the, twenty, second,

Ernestine

*By the President,*

Secretary of War  
January 11, 1899

(1) COMMISKON NO. (NE

Huddy &amp; Duval's U. S. Military Magazine

Registered  
at  
St. Louis, Mo.

## CHAPTER XXV.

BARRY APPOINTED SUPERINTENDENT OF THE BUILDING OF THE FRIGATE UNITED STATES.—GOES TO GEORGIA TO SELECT TIMBER.—HE SECURES LIVE OAK THAT THE FRIGATES MAY EXIST FOR HALF A CENTURY.

Concerning the building of the frigates, the beginning of the Navy of the United States under the Constitution, the documents to follow are of interest:

(JWB)

WAR OFFICE, April 12, 1794.

"To MR. JOSHUA HUMPHREYS:—SIR:—I request that you will please immediately prepare the models for the frame of the frigates, proposed by you in your letter of this date, and also, that you would please prepare an accurate draft and models of the same; the latter to have the frames accurately described.

(Signed) H. KNOX."

WAR DEPARTMENT, June 28, 1794.

"To MR. JOSHUA HUMPHREYS: You are appointed the constructor, or master builder, of a 44-gun ship, to be built in the port of Philadelphia, at the rate of \$2000.00 per annum. This compensation to be considered commencing on the 1st May last, in consideration of your incessant application to the public interest in adjusting the principles of the ships, drawing the drafts and making the moulds, etc.

(Signed) H. KNOX

WAR DEPARTMENT, 24th July, 1794.

To MR. JOSHUA HUMPHREYS:—I request that you would have the moulds for the frigates prepared with all possible despatch, for the purpose of being transported to the following places, viz: To Norfolk, 44-gun ship addressed to Mr. Pennock, agent (The Chesapeake) the dimensions and form of this ship were entirely changed by her constructor, Mr. Fox. To Baltimore, 36-gun ship (The Constellation) Samuel and Joseph Sterritt.

To New York 44-gun ship (The President) John Blagge. To Boston 44-gun ship (The Constitution) Henry Jackson. To Portsmouth, New Hampshire, 36-gun ship (The Congress) Jacob Sheafe. Mr. Fox who is under your direction to apply himself closely to this business.

(Signed) H. KNOX

The Secretary of War on August 7th, 1794, issued the annexed order to Captain Barry:

WAR DEPARTMENT, August 7, 1794.

SIR:—You are to consider yourself as the superintendent of the frigate to be built at the port of Philadelphia, and which is to mount 44 guns.

Your constant attendance will be necessary for the purpose of observing that all parts of the business harmonize and are conformed to the public interests.

The frigate will be built and equipped under the following general regulations.

The Treasury of the United States will make special contracts for the principal materials which will be used in the construction and equipment of the ship.

The agents, Messrs. Gurney and Smith, will provide all the materials not otherwise provided by the Treasury. They will also excepting the constructor, procure and pay all the workmen and laborers of all sorts necessary for the building and equipment of the ship.

The numbers and qualities of workmen and laborers are to be furnished by the agents in pursuance of requisitions in writing by the constructor for the hull or master mechanic on each branch of equipment, but in both cases to be countersigned by the superintendent.

All the materials for the hull not provided by the Treasury, are to be provided by the agents in pursuance of estimates in writing by the constructor, countersigned by the superintendent. The materials for the equipment not provided by the Treasurer are to be obtained by the agents in pursuance of the estimates of the master mechanic in each branch, countersigned by the superintendent.

The constructor will have the immediate direction of all the workmen employed upon the hull of the ship. The rolls of the workmen and of the laborers must be called every working day at the commencement and termination of their labor, and after returning from dinner. This must be done in the presence of the constructor and clerk of the yard, whose certificates will be an indispensable condition of payment.

The clerk of the yard will receive, issue and account for all the public property. The orders for the issue of articles for the hull must be signed by the constructor and countersigned by you.

The articles for the equipment to be issued on the estimate of the principal mechanic in each branch with your order thereon.

You will, as well as the constructor, be particularly careful that none but the best materials be used in the construction of the hull, and you will observe the same precautions with respect to the equipments of all sorts.

You will also carefully observe that there be no deviations from the directions which shall be issued with respect to the proportions of the hull and equipments of all sorts.

You will report to me weekly the number of workmen employed and the progress made in the execution either of the hull or equipment.

CAPTAIN BARRY.

The place chosen for the building of the frigate under the superintendency of Captain Barry was the Delaware River front where the American Steamship Company's wharves are now located at the foot of Washington Avenue near Old Swede's Church.

The materials for the construction of the frigates must be obtained in Georgia and Captain John Barry was ordered Southward under the orders of Tench Coxe, Commissioner of the Treasury.

## TREASURY DEPARTMENT.

REVENUE OFFICE, October 3rd, 1794.

SIR :

The Brig Schuykill is nearly ready to depart for Frederica in Georgia. On board of her you will be pleased to proceed to that place and on your safe arrival you will apply to Christopher Hillary Esq. Collector of the Customs at that place for such information as may have been forwarded to him for your use by John Habersham & Joseph Clay Esqrs of Savannah. You will apply also to Mr. John T. Morgan Superintendent of the business of procuring the timber for the Naval Armaments or such other person as you may learn there is entrusted with the management of any part of that business, for such timber as may be in readiness for the Frigate to be built in Philadelphia and with all possible dispatch have the vessel your proceed with laden Therewith. It is highly probable that Mr. Hillary can direct you to the spot where Mr. Morgan and his people are employed It will be necessary to use precaution, that only the proper timber for one Frigate, be laden in this brig for the port of Philadelphia. If it should be found that there is more of the timber in readiness for that Frigate than the vessel in which you proceed will carry, you are hereby authorized to procure one or more other vessels (if to be had on terms that are reasonable) to carry whatever of the timber for the said Frigate can be got ready during your stay in Georgia. In pursuance of this or any Material objects that may arise which cannot be foreseen here you will be pleased to consult with Mr. Habersham and Mr. Clay at Savannah & with Mr. Morgan and with Hillary, the Collector of the District of Brunswick. Whatever you do that is material to the service you will communicate to Mr. Habersham, particularly as to the quantity and description of the wood shipt, and the vessels which may be either ladened or engaged.

The public property on board the Brig is recommended to your particular Care, especially the oxen and horses, which are of the utmost importance to the expediting of the timber for several frigates.

Should you have occasion to go to Charlestown in pursuit

of Vessels you will apply there for information and advice to Daniel Stevens, Esq. Supervisor of the Revenue and Isaac Holmes, Esqr. Collector of the Customs. The Gentlemen in South Carolina, and the above named Gentlemen at Savannah will be able to make the necessary advances of money should there be occasion for any. Here you will permit me to recommend the utmost care and moderation in all expenditures, whether for great or small objects, which shall consist with the effectual and prompt execution of the public Service.

It is difficult to give in greater detail Instructions depending upon contingencies in places remote from the seat of Government. I shall therefore content myself with requesting that you will use all possible exertion to effect your departure from hence to the cutting and transportation of the timber for your own and every other Frigate, to the order and industry of all persons whatever employed in procuring the wood, and to the preservation of the valuable property, which is the object of the voyage, in whatever situation it may be.

I am Sir with great esteem

Your most obedt Servant

TENCH COXE

COMMISSIONER OF THE REVENUES

JOHN BARRY ESQ  
OF THE NAVY OF THE UNITED STATES.

Enclosed you will receive notes of the Articles of Public property on board the Brig Schuylkill. Also copy of the Articles of agreement between Genl Huntington & William Sheffield who is at the head of the Carpenters and axemen gone to Georgia, but on arrival to be under Mr. Morgan to whom you will be pleased to show them.

ADDRESSED

JOHN BARRY, ESQ  
OF THE NAVY OF THE  
UNITED STATES.

Senator Pierce Butler, of Georgia, October 3d, 1799, wrote to Captain Barry

DEAR SIR:

Inclosed You have a letter for my Overseer it is open and written in such a hurry that I doubt if he, who is a poor Schollar, can read the writing: If not You must read it to him I regret exceedingly my good sir, that the accommodations will not be such as I wish them; but such as they are You will command them as Your own. The settlement is in its infancy I have not had leisure yet to do more than Lodge my Negroes. If you put in here in a year or two with Your Frigate you will find things better. Wishing you a pleasant Passage

I am very sincerely Dear Sir Yr Friend

P BUTLER

friday morn.

I send some Garden seeds which

I 'request you will give into the hands  
of the man Santee to whom they are directed.

Addressed: CAPT BARRY

[From original.]

The Naval Constructor, Joshua Humphreys, on October 15, 1794, wrote Captain Barry:

"Agreeably to you and Capt. Truxtun's request I send you draft of floor of each frigate, the height of deadwood for each timber is marked & the height of Each thwart, so that any person Knowing anything of the draft may get all the timber."

[Barnes, 843.]

The following letter probably never reached Captain Barry in Georgia, but was remailed to him from Baltimore on January 6th, following:

PHILADELPHIA, October 30, 1794.

DEAR SIR:

I have the pleasure to inform you the plank is now a cutting I think if the sawyer cut the plank as it should be, they will be the finest I ever saw. I have ordered some of the best trees to be cut for the Oak work of the Masts. the Keel is cut & sawed but not yet in the yard, but I am informed it is a most beautiful

stick. Mr Sheafe wrights from Portsmouth N. H. that they cannot procure their keel in less than five pieces. The General has been induced to order Oak beams for all ships but ours. I believe through the incessant interference of our friend Truxtun, however from the confidence he expressed he had in me & your wish to have pine beams he has granted that indulgence, and I trust you will give such directions before you leave that place, that the pine may be of the best quality, taking care that that no sap should be left on any & the long comings (?) be also of the best pine. I believe there is not one floor or rainy (?) timber contracted for & I am very confident those forward & aft will be very difficult to be procured here.

I am with much esteem & Respect your Friend & Fellow Citizen

JOSHUA HUMPHREYS

P. S. I will thank you not to forget the live oak plants & acorns

Superscribed on the back as follows:—

(Stamped) BALT. JAN 6

JOHN BARRY ESQUIRE  
Philadelphia

[Roberts.]

The following letter of Representative and later Governor Jackson, of Georgia, being without date or location cannot be accurately placed historically. It seems, however, to have been sent to Captain Barry while on this trip to that State, probably at Savannah.

DEAR SIR:

I have just received a notice by the pilot that we must sleep aboard to-night. He says the wind is fair, and that he can carry the Brig over the bar by two o'clock to-morrow morning. Affection Strives to detain me, but Duty, as Congress meets next Monday, added to the wish of being but a short period at Sea, makes me wish to go. It is, I assure you, as I am however certain you must know by experience, a disagreeable business to leave a family. With esteem,

Yours very sincerely

JAS. JACKSON.



Where shall I find you? I would beg you to come and sup on Oysters; but Mrs. Jackson, as I took leave this morning, is wretched at the Second parting on the same day. Tuesday afternoon.

COMMODORE BARRY

NAVY OF THE UNITED STATES.

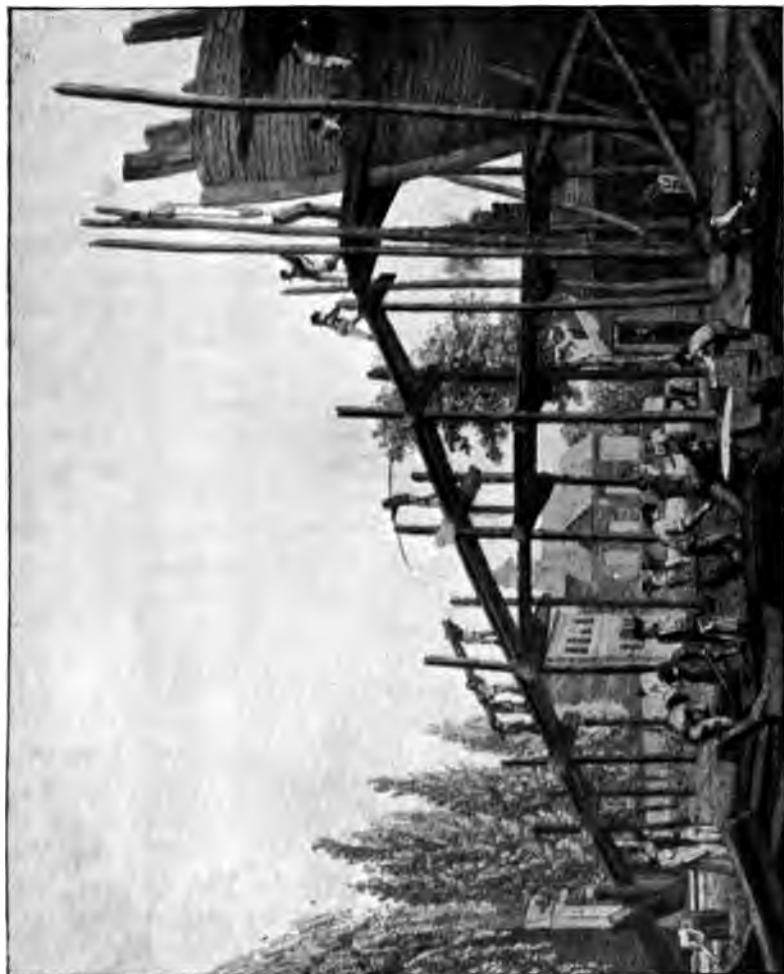
(Collec. Simon Gratz, Esq.)

Captain Barry fulfilled the purpose of his journey to Georgia live oak timber lands and returned to Philadelphia His report to Tench Coxe, Commissioner of the Revenue, reads: .

PHILADELPHIA, 1794, Nov. 10th.

I have the pleasure to inform you of safe arrival here from the Southward after compleating the business I was sent on as well as I could. On the 14th of Oct. I arrived at Gashayes Bluff on the Island of St. Simon, where I found Mr. Morgan the shipwright who has the superintending of Cutting the timber for the Frigates with his two Boys Sick and not a man with him nor a stick of wood cut; the 15th th Revenue cutter arrived from Savannah with part of the utensils for Cutting timber part of the Moulds and part of the provisins the next Day I sent Mr Morgan into the Country to try and get hands he got six from Mr. Spalden. Mr. Spalden being gone to the Assembly Mr. Cooper paid me a visit with whom I had influence enough to let me have ten of his best hands which he sent on Monday the 20th as soon as Morgan got the above sixteen then he set them to work making open the oxen and Horses was all landed in good order and making a road to the Wood.

On the 22d Eighty one men arrived from New London, via Savannah as soon as they Land'd they was set to Work to make a place to cover them from the Weather the next day they was set to cut Wood Mr. Morgan arrived by the Sloop that brought the men. Sundry other articles for carrying on the business. I asked Mr. Morgan what was the terms between him and Mr. Leake whose land he was going to Cut on. His answer was that Mr Leake told him he might cut what timber he wanted off his place upon as good terms as he could get from any other man in the State. I have told Morgan it was



BUILDING THE FRIGATE UNITED STATES



very bad contract that the timber was not contracted for, his answer was that there was but one contract made and that for fifty thousand foot and he believed no time limited for the hauling of it. Mr Morgan received orders from the Agent at Savannah to send half of the men in twenty days after they was at St. Simons to the Island where they have contracted for the fifty thousand foot, Distance seventy miles to the Northward as soon as the men get to Work Morgan informed me that he could take it in provided he could keep the men together. having done everything in my power at St. Simons I thought it best to go to Savannah to try if I could Charter any vessels there but on my arrival I found there was not a Vessel in the place fit for the business the 28th the Revenue Cutter arrived from St. Simons and brought me a letter from Mr. Morgan informing me that he could load Capt Knox in six days on which I declined. Returning to St. Simons while I was in Savannah I asked Mr. Habersham the reason why there was not more timber contracted for, his reply was that they could have as much as they pleased. I did not think that a proper answer but as I had no order to call him to acct I thought it best to leave that to the gentleman that Employ him. Upon the whole I am of opinion that Morgan would have done the business much better himself. I am with much esteem

Your Obt Huml Ser't

JOHN BARRY.

TENCH COX, Esq.

[Barnes, No. 818.]

On December 6th, 1794, Captain Barry presented a bill for his services from June 6th. To my pay as a Commander in the Navy, from the 6th of June to the present date, at 75 dollars per month, 450 dollars. To my rations, 6 per day, at 20 cents per ration, 219 dollars. Total, 669 dollars.

On December 12th, Captain Barry rendered his account for "Voyage to Georgia on Public Account."

Paid for Men & Sea Stores.....	\$ 32 60
John Kelly, Sundry Sea Stores.....	55 64
My Expenses at Savanna .	16 00
My Passage from Sav to P. .	20 00
	<hr/>
	\$124 24
By Cash from Tench Francis	\$200 00
On Public Ac .....	\$124 00
	<hr/>
Due the Public .....	\$ 75 76

His bill of December seems to have been paid, as on January 6th, 1795, his bill for services from June 6th, 1794, to January 1st, 1795, was presented to the Government, \$512.50 for pay and \$250 for subsistence.

The annexed is "Copy of a letter from Captains Barry, Dale, and Truxtun, to the Secretary of War, dated Philadelphia, December 18, 1794."

SIR:—

As soon as the appropriation act was passed, for furnishing money to build the six frigates, in consequence of the act of Congress, passed the 27th of March last, we observed a navy constructor was immediately employed, who has been steadily at work, drawing the draughts, and making the necessary moulds for building the ships on the most eligible construction; all of which are now completed, and sent on to the different yards where the ships are to be built. And we appeal to all those who have any knowledge of the science of naval architecture, of the great precaution that was absolutely necessary, in laying the foundation of our infant navy, and the time it would consequently take to digest a good plan, avoid errors, and fix dimensions, founded on the experience of all maritime Europe, as well as that of this country, so as to have the ships the best adapted for the service of any that was ever built of the kind, which we are of an opinion has been happily effected and that the arrangements to commence the building of frigates has been judiciously made, and every pains taken to procure the most durable wood in the world (the live oak of Georgia),

but the summer season having commenced before the appropriation act was passed, at which time it is so very sickly in and about the islands of Georgia, that it is impossible to procure, and would have been both expensive and useless to have sent men thither to cut wood, if they could have been procured during the summer months. Early in October, however, a number of wood cutters, that had previously been engaged in Connecticut, arrived in Georgia, commenced their operations, and have made such progress that one vessel has already arrived here with a full cargo; the master of which reports favorably as to the despatch of others, that have been sent on by the Treasury Department, for to take timber to the different yards. The building the frigates of live oak will certainly be a great saving to the United States, as we are well satisfied (accidents excepted) that their frames will be perfectly sound half a century hence, and it is very probable they may continue so for a much longer period. On the contrary, we are as fully convinced, from experience, that if they were to be built of the best white oak of America, their durability at the utmost would not exceed one-fourth of that time, and the expense of building and equipment is the same, whether the ships are of the best or worst wood of this country; but had it been determined, in the first instance, to have built the ships of common oak, no greater progress could have been made, as there was no timber cut in any of the States, large enough for the purpose; and to have cut it in the summer season, when the sap was up, and built the ships of wood in that green state, they would have proved rotten, and totally unfit for the public service in less than five years from the laying of their keels.

The undersigned, John Barry, has made a visit to Georgia, at the request of the Secretary of the Treasury, and is so well satisfied with the exertions of Mr. Morgan, who superintends the cutting and shipping the timber, that he has not a doubt but the whole quantity will be cut, between this and the month of February, and if so, we are all of the opinion that the ships may be built, and completely, equipped in the course of the next year; as every preparation is made in the different yards, and for procuring all the materials in the various branches, for going

on with spirit and despatch. It must be remembered that, in the first maritime countries in Europe, where they have regular establishments for building ships of war, with dock yards and large stocks of timber thereon, they seldom complete a frigate of the magnitude of any of ours, in less than twelve months after she is raised; contract ships, built in time of war, to answer the purpose of the moment, only excepted.

It would be highly gratifying to us, sir, who have thrown aside our former occupation, and the prospects that were fair for increasing our fortunes, with a view of serving our country, and who have no desire of being mere sinecure officers, if we could at this moment embark, and obey the commands of our country, in going in pursuit of a barbarous enemy, who now holds in chains and slavery so many of our unfortunate fellow citizens; the relieving and restoring of which to the bosom of their families and friends, are, with that of having an opportunity to chastise their cruel oppressors, objects of our greatest ambition, and which we anticipate with all the ardor of officers, of seamen, and of citizens. We therefore assure you, sir, that every exertion shall be made by us, in our department, to facilitate the building and equipment of the ships, to which we have the honor to be commanders and superintendents.

We have the honor to be, &c.

JOHN BARRY,  
RICHD. DALE,  
THOMAS TRUXTUN.

[Am. State Papers, Naval Affairs, Vol. 1.]

Captain Richard Dale at this time was superintending the building of a frigate at Norfolk, Va., his old home. He wrote Captain Barry that could he procure a suitable person to superintend the building of the frigate he could obtain the permission of the Secretary of War, Pickering, to make a voyage to China.

Captain Barry, on February 9th, wrote the Secretary that Captain Dale had so informed him. He offered to give all assistance and advice to the person so appointed in case the permission desired was given Captain Dale. Captain Barry declared Captain Dale was, "most certainly a brave and deserving officer and I should be extremely sorry that any exertions of

mine should be wanting to retain him in the service." [Barnes Coll. 806.]

The frigates were being built. As yet "the American Navy cannot dispute the ocean, but American rights have not been relinquished. Of the time, mode and style of enforcing them the United States is the sole judge," so wrote in May, 1795, Edmund Randolph to Fauchet, the French Minister. [State Papers, p. 185.]

And yet no haste was made in the building of the frigates. Temporary diplomatic arrangements with France quieted or averted action. Our country paid tribute to the Barbary State and sent barrels of silver to purchase tolerance on the sea from these pirates as a cheaper method of peace than the cost and maintenance of armed vessels of war would be. So the work on the frigates was delayed.

By the Act of March 27th, 1794, creating the Navy, work was to cease in the event of peace being signed with Algiers. So when, on December 21st, 1795, Washington informed the Senate that the Emperor of Morocco had signed a treaty of Peace and friendship with the United States, work on the frigates was suspended.

When Washington called the attention of Congress to the loss that would come if the work was not continued, Congress, on April 20th, 1796, ordered the unexpended balance of the \$688,888.82, which had been appropriated by the Act of June 9th, 1794, to be used, and appropriated \$80,000 for equipment, but ordered the work on these frigates to be discontinued.



## CHAPTER XXVI.

REPORTS OF THE PROGRESS OF THE FRIGATE UNITED STATES.  
WASHINGTON URGES THE INCREASE OF THE NAVY. CAP-  
TAIN BARRY CONTRIBUTES TO THE BUILDING OF  
ST. AUGUSTINE'S CHURCH.

This is a "Statement of the progress made in building a frigate at Philadelphia to carry forty-four guns, under the direction of Mr. Joshua Humphreys, Naval Constructor, and Captain John Barry, Superintendent."

The keel is completed and laid on the blocks. The pieces are scarfed and bolted to each other in the best manner. The stern frame is complete and ready for raising. About two-thirds of the live oak for the frame is received, nearly all of which is worked agreeable to the moulds; and many of the frames are together and bolted and ready to put into the ship; two thirds of the plank for outside and ceiling are received, and about one-third for the wales; the remainder is nearly ready. The beams for the orlop deck are all procured and worked, and many of the upper deck beams are likewise worked, and the remainder are expected to arrive daily. A large quantity of live oak knees are arrived for the security of the decks, and pieces for coamings for the hatchways, partners for the masts, and several other purposes are ready. The masts, bowsprit, yards, and the other spars are procured, several of which are received. The copper necessary for securing the various parts of the ship, and for sheathing the bottom, is in the public stores. The iron work is now preparing and ready for delivery, as fast as it is wanted. The boiler for boiling the white oak plank in salt water, to render it durable in the greatest possible proportion to live oak, is completed. All the anchors are procured, and the hemp for the cables and materials is now spinning and preparing; all the canvas necessary for one suit of sails is in the public stores. The blocks for the rigging are manufacturing

and a great part are ready for delivery. Kentledge for the ballast is all cast and delivered; a contract for the treenails has been made, and next month appointed for delivery. Bunting for the colors is on hand, and a great number of smaller articles for the hull, rigging and equipping the ships, are stored in the public stores." [Am. State Paper. Naval Affairs, Vol. I.]

No date is given to this report:

The frigate UNITED STATES, was shaping, forming and erecting into a visible creation, typifying the strength and power of the New Nation. She so far towards completion had progressed that on September 19th, 1796, Captain Barry made estimate of the cost of fitting out for officers and men would be \$7285.00.

The annexed document, unsigned, is probably Capt. Barry's report late in 1796:

"STATEMENT OF THE PROGRESS MADE IN BUILDING A FRIGATE  
AT PHILADELPHIA TO CARRY FORTY-FOUR GUNS."

"The hull is all planked inside and out, and all the principal decks are laid and calked excepting a part of the gun deck.

The upper deck beams are in and part of them kneed. About half of the bottom is dubbed off and a considerable part calked. The braces and pintles for the rudder are all cast. The knee of the head together with the figure are nearly ready. All other part of the hull are in such forwardness that it is expected she may be launched by the beginning of April next, provided the winter does not prove severe.

The rigging is all made and nearly fitted, The yarns for the cables are spun. The anchors and iron ballast on hand, and the blocks, deadeyes, water casks, boats, lanterns and all the tinwork are provided. The other materials are in part procured and the work in general progresses rapidly towards completion."

The annexed documents, copied from the records of the War Department, is a transcript of one sent Captain Barry.

WAR OFFICE, May 16, 1796.

SIR: Several of the cannon destined for the frigates cast at Cecil furnace having been proved, and Mr. Hughes wishing to have them examined and received by the United States, it

may be proper that you should see them and examine whether they are suitable or fit for service.

I have to request you will visit Cecil furnace, and if possible set off to-morrow morning in company with Mr. Da Costa who is now in town, and in conjunction with him and Captain Truxtun if there, examine and pass receipts to Mr. Hughes for such cannon as have stood proof and are suitable for service.

The contract (which no doubt Mr. Hughes will show you) stipulates for the delivery of suitable cannon of certain descriptions, that is, as I construe it, such as are efficient and in every respect fit for service.

I enclose you my instructions to Mr. Da Costa for your information.

On September 20th, 1796, Captain Barry, wrote the Secretary of War Stoddert, relative to "the proof of the cannon you did me the honour to show me the other day. I was clear in my own mind it was much too small but before I would contend with you on the subject I have thought it best to inform myself of the proof of cannon of some of the Nations of Europe."

He cited these and gave his opinion of the right method of proof and of the methods of the English, French and Dutch.

[Barnes.]

"On the frigate the work in general progresses rapidly towards completion," is the official report, yet Callender in his *American Annual Register*, for this year, declared: "At what time anyone of these frigates will be ready for service cannot be determined (p. 46). The public would be glad to learn for what reason Captains were appointed and entered into pay for the command of these vessels before they were built. [p. 47]. If the persons who pay these Captains were to have defrayed even the one-tenth of the money out of their own finances they would have looked more sharply after the concern. [p. 48]

In his speech to Congress December 7th, 1796, President Washington, in directing the attention of the Congress to the protection of our commerce, said:

"To an active external commerce the protection of a naval force is indispensable. This is manifest with regard to wars in which a State is itself a party. But besides this, it is our own

experience, that the most sincere neutrality is not a sufficient guard against the depredations of nations at war. To secure respect to a neutral flag, requires a naval force organized and ready to vindicate it from insult or aggression. This may even prevent the necessity of going to war, by discouraging belligerent Powers from committing such violations of the rights of the neutral party, as may first or last, leave no other option. From the best information I have been able to obtain, it would seem as if our trade to the Mediterranean, without a protecting force, will always be insecure, and our citizens exposed to the calamities from which numbers of them have just been relieved.

Will it not, then, be advisable to begin without delay to provide and lay up the materials for building and equipping of ships of war and to proceed in the work by degrees, in proportion, as our resources shall render it practicable, without inconvenience so that a future war of Europe may not find our commerce in the unprotected state in which it was found by the present."

This year Rev. Matthew Carr began the erection of St. Augustine's Church. Commodore John Barry contributed \$150 and his namesake Captain John Barry gave \$20. Stephen Girard gave but \$40. Earlier in the year, on January 28th, 1796, Commodore Barry was appointed administrator of the estate of Jane, widow of James Byrne. [Book H. p. 229.]

On December 12th, 1796, an exhibition of Theobald Bourke's patent copper pump was made at Vine street wharf. It delivered 154 gallons in thirty-five seconds. Among the examiners testing the operations of the pump were Captain John Barry and Contractor Joshua Humphreys; but their names are not appended to the certificate of approbation published in *The Aurora* of December 26th, though that of Captain John Rosseter, a fellow in the faith with Barry, appears.

An engraving of this pump; "Dedicated to John Barry, Esq., Commander of the frigate United States, by his humble servant, T. Bourke," is among the BARRY PAPERS owned by Captain John S. Barnes, of New York.

## CHAPTER XXVII.

PREPARING FOR WAR—BARRY PRESENTED WITH COMMISSION  
NO. ONE—THE LAUNCH OF THE FRIGATE UNITED STATES  
—THE YELLOW FEVER.

Our relations with the French Republic were not bettering. Indeed, the situation at the opening of 1797 was aptly expressed by John Quincy Adams from the Hague, January 23d, "That every hostility in the power of the French government may be expected against us."

Yet strangely the hostility between France and England by the whirling of events brought the United States into the position of having her Revolutionary War friend, France, now her enemy, and the object of her detestation while her old-time enemy became the untreaty ally. The situation is presented in Robert Goodloe Harper's *Observation on the Dispute Between United States and France*, issued May, 1797. "If driven to war we can buy at a price cheap to ourselves the full cooperation of the British Navy; that by withholding supplies from France and her allies in the West Indies, we can most effectually aid the operations of her enemies that Britain being thus enabled to call home a great part of her present force in the West Indies, will increase still more her internal safety and the superiority of her Navy in Europe."

At this time it was computed the British Navy numbered 590 vessels and 153,400 men,

Our frigates were still building. Begun in 1794, "to sail 1400 leagues to encounter Algiers," in 1796, it was said: "At what time any one of these frigates will be ready for service cannot be determined." Aroused to earnest action by the atrocities of the Algerines and the recital of the cruel slavery of our seamen, the country had, with enthusiasm, determined to build a navy to avenge the assault upon our trade and seamen. But the English policy of tribute paying was deemed "the best

policy" until results demonstrated otherwise. The added ravages of the French upon our Merchant vessels and the forced conscription of our seamen by the British, angered our country. Then the completion of the frigates—the pioneers of our Country's Navy—was hastened and yet not with the swiftness borne of Revenge.

Hon. James Jackson, Representative in Congress from Georgia on February, 26th, 1797, wrote Captain Barry:

DEAR SIR:

When you were first nominated to the appointment of Commander of one of the frigates, I took the liberty of mentioning to you the name of a young Gentleman, the Son of a Friend of mine, and a Gentleman whom you must have been acquainted with whilst here, the loan officer of Georgia for the Union, Col. Wylley. His Son, Alexander I, at that period proposed to you for a Lieutenant's Command; but the reduction of the number of Frigates, and the many applications, induces him to drop any idea of a commission, and he begs me to Solicit for him a Midshipman's birth on board the vessel you may command. He is sober and active, and is just returned from a voyage round the World. He says he is hopeful his conduct, if he meets your favor, shall merit a continuance of it. His Father, seeing him so bent on the Navy, will be highly gratified and obliged by the appointment of him to the birth he Solicits. I will only add, that it will please the Friends of the Union here, to see one, at least, of their Young lads in the way of rising in the line of that Force which, at a future day, must become the protection of their commerce.

We have had as you have heard a most dreadful calamity. The Fire Scarcely left a House in the Old Town, 375 Dwellings were burnt. I lost Four of them, valued at 12,000 dollars, besides furniture.

I am now retired to my plantation below Savannah, where I enjoy more satisfaction in farming than I ever did in the busy Scenes of Political or Forensic life. Mrs. Jackson is full as well satisfied, the more so, as she says she has the prospect of keeping me at home—the reverse she tells me of the prospect

Mrs. Barry has, whom she pities. At the idea of parting for a few months she Shudders; but how much more would she feel she says, when the Elements, the risk and the probable danger are contemplated.

God Send, my dear Commodore, that you may meet no insults to our Flag which may Command resentment—but should that happen, may your old good Fortune not forsake you, nor the American Eagle be struck to any foe on Earth, is the prayer of

Yours with sincere esteem

JAS. JACKSON.

CEDAR HILL, FEB'Y 26th, 1797.

COMMODORE BARRY.

In July Captain Barry recommended to the Secretary of War the appointment of those named below as officers of the United States:

Richard O'Brien, of Massachusetts, 1 Lieutenant; John Mul-lowney, of Philadelp, 2 Lieutenant; William, Billings, of Boston, 3 Lieutenant; Samuel Newell, of Savanna, 4 Lieutenant; John Lockwood, of Philadelphia, Sailing Master.

William Markea, of Virginia, 1st Lieutenant of Marines; Zinas Meigs Bradley, of Vermont, 2d Lieutenant of Marines; George Gillasp, of New York, Surgeon; John Scott, of Boston, Purser.

Alexander Wylly, of Georgia, Midshipman; Michael D. Walsh, Midshipman; Hempdin McIntosh, of Georgia, Midshipman; Stephen Decatur, Jr., Midshipman.

John Buller, of Phila., Surgeon's mate; John Leybourn, of Savannah, Geo., Mate; Robt. Wilson, of Phila., Boatswain; Henry Robertson, of Phila., Carpenter. [Barnes, 803.]

The anticipations of Captain Barry that the frigate he was to command would be ready for the water about April were realized. She was so far in readiness that the date of launching was fixed for Wednesday, May 10th, 1797.

Of the three 44-gun frigates ordered to be constructed in 1794 she was the first ready for the water. Her sister ships—*The Constitution* was not launched at Boston until Oct. 21st, 1797—and *The Constellation*, built at Baltimore, yet later.

The first vessel of "The Infant Navy" of the new Constitu-

tional Government had, appropriately, the name *The United States* given to it.

The building of the *United States* fitly, also began during the administration of Washington. It was completed and sent to sea during the administration of John Adams. Our second President took office on the 4th of March, 1797. He avowed an intention "to pursue by amicable negotiations a reparation for injuries that have been committed on the commerce of our fellow citizens by whatever nature and if success cannot be obtained, to lay the facts before the legislature that they may consider what further measures the honor and interest of the Government demand."

The launch of *The United States* was thus reported in *The Philadelphia Gazette*, Thursday, May 11th, 1797.

#### THE LAUNCH.

"Yesterday at 5 minutes past one o'clock, the *United States* frigate was launched, from the dockyard of Mr. Joshua Humphreys, in a manner which does great honor to the conductors. The descent from her ways was gradual and uniform and her appearance in the water truly elegant. It may naturally be supposed, that a scene so novel and so interesting would draw together an immense concourse of spectators, and the pleasantness of the day seemed to give a zest to the flattering prospect of an American Navy. On this occasion the artillery and other uniform companies together with the regular troops, were paraded. The adjacent parts of the river were crowded with vessels of different descriptions and the stages and house tops surrounding the dockyard, were covered with citizens of every age and sex. The entrance of *The United States* into her destined element was announced by a federal discharge from the artillery and the united felicitations of near twenty thousand spectators.

"This is, perhaps, the largest and completest frigate built, and though intended to carry only 44 guns is as large as a 64 gun ship.

"After the launch the ship carpenters and citizens sat down in the ship yard to a collation and the remaining part of the day



was spent in the utmost festivity. We had flattered ourselves that the day would have passed without any calamitous accident, we have however the painful task of announcing the melancholy exit, of a youth whose amiable qualities promised a valuable acquisition to society,—a lad about 16 years of age apprenticed to a silversmith in stepping from the deck of the frigate to the wharf fell into the river and was unfortunately drowned."

The diary of Jacob Hiltzheimer (p. 242) records May 10th, (1797), "Dined with Mr. Barge, after which we went down in my chair to the old fort in Southwark, where was launched the frigate *United States* to carry 44 guns. The launch was conducted by Commodore Barry in view of possibly 20,000 spectators who crowded the shore and the river."

Miss Sarah Smith Stafford, on April 16th, 1877, wrote to Capt. John S. Barnes, "I heard my father state how gaily the Commodore dressed the frigate the day they were about launching her and the enthusiasm he enjoyed with so many flags as could be gathered in Philadelphia."

As directly appropriate may be cited Miss Eleanor Donnelly's spirited lines:

#### THE LAUNCH OF THE FRIGATE UNITED STATES

A May-day sun—a noon-day tide—  
 And a warm west wind for the ladies fair!  
 A hundred craft at anchor ride,  
 Their bright flags gemming the Delaware.

Ten thousand freemen crowd the quay,  
 The housetops other thousands hold;  
 All Philadelphia throngs to see  
 The launch of Barry's frigate bold.

The gallant ship, UNITED STATES,  
 First of our navy's valiant fleet—  
 A nation's fame on her future waits,  
 A nation's hopes in her present meet.

She is built of the sturdy Georgia oak,  
 White, and solid, and seasoned long;  
 Her hull was fashioned with many a stroke,  
 Her masts are high and her cables strong.

All copper-sheath'd and iron-bound,  
 Assured in peace, alert for war,  
 The flag she bears shall be world renown'd,  
 And great the name of her Commodore.

The anchors strain, like living things,  
 And ev'ry rope is taut and tarr'd;  
 'Tis time the sea-bird spread her wings  
 To flee from Master Humphrey's yard!

Behold! the launching-plank is oiled—  
 Knock back the blocks from keel and side!  
 Cut loose the ropes round th' capstans coiled,  
 And let the Frigate waveward slide!

Over the throng a mighty hush  
 Hath fallen. All the dock grows still;  
 And white lips whisper in the crush,  
 "The ship!—how goes she—well or ill?"

Hurrah! hurrah! a thing of pride,  
 She rushes down her glorious ways!  
 The bridegroom, water, greets his bride,  
 The sunbeams on their union blaze!

Now, thunder, cannon!—left and right,  
 A shout goes up from myriad throats!  
 The ladies wave their kerchiefs white,  
 The men make merry in the boats.

While, gaily past the water-gates,  
 And gaily past each dock and quay,  
 Our gallant ship, UNITED STATES,  
 Sails forth to—Immortality!

\* \* \* \* \*

Launch'd in the month belov'd of Mary,  
 Her captain—Catholic Erin's son—  
 Three cheers for the frigate of brave Jack Barry!  
 Three cheers for our Navy, this day begun!

(Rec. Am. Cath. His. Soc., June, 1897.)

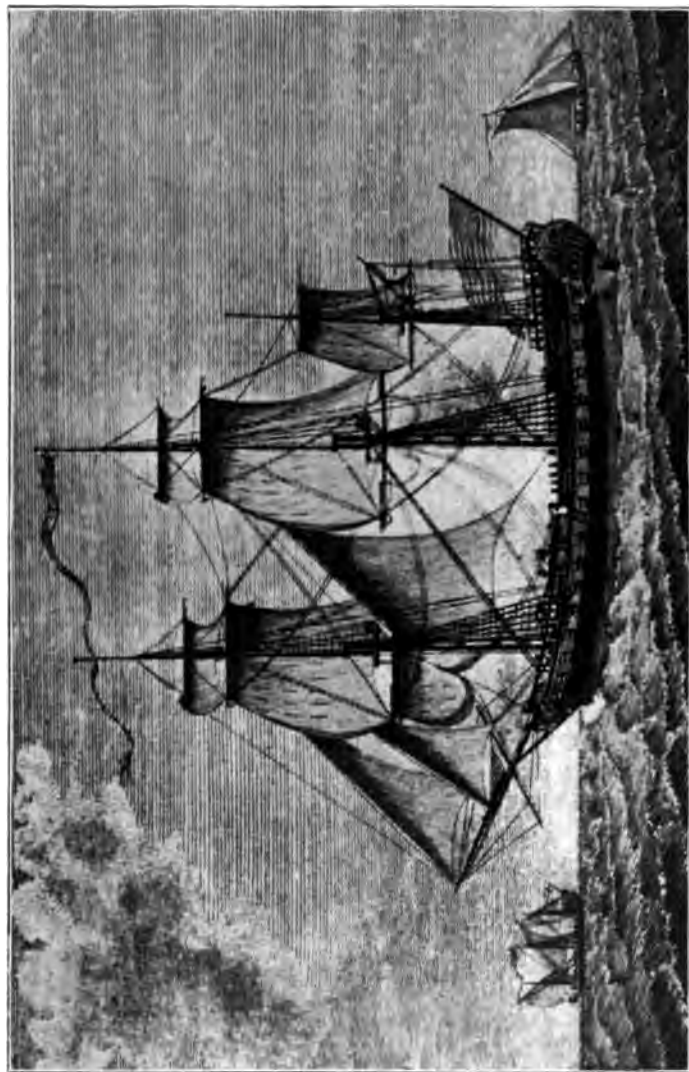
'She was fitly named the United States. She was the first r-ship built by the nation after the adoption of the Constitution. With her begins the history of the national navy as a permanent force. She was built in Philadelphia, then the seat of Government, at a cost of \$299,336. Never before or since the launching of an American vessel been attended by such

a multitude, or celebrated with such enthusiasm, as the launching of the forty-four-gun frigate *United States*, on May 10, 1797. French sympathizers, however, among the Republicans, made a mock of it: What were the Federals expecting to accomplish with their fleet of one?" [Whiton.]

McMaster's *History of the American People*, Vol. II, pp. 323-4, says: "In the long list of splendid vessels, which in a hundred combats, have maintained the honor of our National flag the UNITED STATES stands at the head. After three years of unavoidable detention the first naval vessel built by the United States under the Constitution was to be committed to the waves. The day chosen for so great an event was the 10th of May. The hour was one in the afternoon and the whole city of Philadelphia it was said, came out to Southwark to behold such a rare show. One estimate puts the number present at thirty thousand souls. Another authority declares that an hour after the launch took place Front street and Second street as far north as Chestnut were still choked with people going home. It was feared that a strong northwest wind which had for several days kept back the tides, in the Delaware would make the water much too shallow to permit the launch. Yet at sunrise on the morning of the 10th, the best points of observation began to be occupied by an eager throng. By noon every hill-top and every house-top commanding a view on each side of the river, and every inch of space on the stands put up about the vessel and before the houses on Swanson street was covered with human beings. In the river a hundred craft rode at anchor, gay with bunting and richly dressed dames.

"At one precisely, the blocks were knocked from under her, the lashings of the cable cut, and amidst the shouts of the great multitude, the *United States* slid gracefully down her ways.

"Scarcely was the frigate in the water when the Republican journals began to scoff and to jeer. What would the Executive do with his navy of one forty-four gun ship? Send her to hunt up the *Africa* and demand satisfaction for the insults heaped upon the town of Newport and the French Minister Fauchet? Send her to avenge the flogging given by an Englishman to the captain of an American ship? Would he use her to stop the



THE FRIGATE "UNITED STATES"

From "The American Universal Magazine," July, 1797

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impressment of our seamen and the plundering of our merchantmen? Or would he use her against the French? If he did, it would be well to remember that the Directory stood in no dread of 'the most enlightened of nations.' Talleyrand himself had been heard to say that France had nothing to fear from a nation of debaters that had been three years trying to build three frigates. To this it was answered that if France held the United States in low esteem, Thomas Jefferson and James Monroe had done quite as much as any two men could to encourage her. The allusion was to a letter of Mr. Jefferson's which, early in May, had appeared in print."

This, the first vessel of "the infant navy," was a staunchly built craft of 175 feet in length and 44 feet beam. She was rated at 1,576 tons; had a battery of 44 guns, and cost \$299,336.56, as was reported to Congress in February, 1806, [*State Papers, Naval Affairs*, p. 149.] The pay and rations of her 400 men cost \$75,000 a year.

The *Philadelphia Gazette*, 13 th May, 1797, contains the report by the builder of the *United States* of the operations attending the launching. It is given in this

"Copy of a letter from Joshua Humphreys, naval constructor, to the Secretary of war."

NAVAL YARD, May 12th, 1797.

SIR:

The frigate *United States* being finished, ready for launching the launching plank, bilgeways, blocking wedges, crosspieces, and shores fore an aft, all prepared and fitted; two of her largest anchors sunk in the yard in front of the ship, and two large cables lashed through the hauseholes at the other end a large treble block as well as one to each anchor a large careening fall was reeved through each pair and hove tight by a capstan. Being thus prepared, on Wednesday the 10th day of the present month, at day break, I proceeded to launch down the bilgeways, in order to retallow the launching plank. At 7 o'clock I began to haul them up; this being done, I replaced the wedges, cross pieces and shores, removed the second tire of the standing shores from aloft at the same time leaving a temporary tier

fitted to a plank, put on the copper a little above the blocking—I then began to take away a part of each block from under the keel, in order to facilitate that business when it would be proper to remove, the whole of them away, at the same time taking two of the after blocks out of the ride's way. The capstans were then manned and the cables at the bow hove as taught as possible, and the spur shores fixed. At nine o'clock every preparation being made and only awaiting for the tide at 12, I gave orders to harden in the wedges, in order to take a part of the burden of the ship off the whale shores, which with the keel would have borne the whole weight of the ship.

After the temporary shores were taken away, which was necessary to be done immediately, to give sufficient room for setting up the ship. This operation was performed by driving the wedges between the blocking fitted to the bottom and bilgeways by 55 carpenters on each side and to give the ship a solid fixed situation in her ways and to take as much weight as possible off the blocks under the keel, that they could the more easily be taken out. I then gave orders to take the blocks from under the keel but before they could all be got out the ship began to move, which strained the spur shores, so much as to induce me to believe some accident might possibly happen. Under this idea, I thought most prudent to order the spur shores to be taken away, and before I could give the word to cut the lashings of the cables the ship gaining considerable way, Captain Dale (who commanded on board) very prudently ordered them cut. This being the finishing part of the act of launching, the ship was left to herself only to be conducted by her launching ways to her own element (with at least thirty of her workmen under her bottom, who rose up as she passed over them) where she safely arrived without straining or hogging more than  $1\frac{1}{4}$  inch as you will see the enclosed certificate to my great and unspeakable satisfaction. The firmness of the ship is a convincing proof to me of the utility of the diagonal riders in long ships.

In Europe where they are not known, it is said large ships hog in launching, nearly two feet, but what confidence is to be placed in the assertion I cannot pretend to say.

I cannot conclude without expressing the obligations I am under to the ship wrights of this port for their good advice and assistance.

I am sir,  
Very respectfully,  
Your obedient servant  
JOSHUA HUMPHREYS,  
Naval Constructor

THE HON. JAMES M'HENRY.

We take the following "Reflections" from the *Philadelphia Gazette*, May 11th, 1797:

"Moral Reflections occasioned by the launch of the frigate *United States*, in the Port of Philadelphia the 10th of May, 1797.

"As all interesting public events present improvement to contemplative minds I communicate these thoughts in the hope of doing some good.

"Excellent productions of human skill elevate our souls to the Architect of the Universe.

"If some person had told the thousand of spectators yesterday that the frigate had made itself or been fabricated by the accidental concourse of innumerable atoms of iron, wood, hemp, tar, &c., would not the very children have laughed at him.

"Yet some pretenders of superior understanding try to persuade mankind that the whole universe is nothing else than a vast mass put in motion by some unthinking and unfeeling impulse.

"Such profane madmen are now more numerous than ever in a part of Europe. Few as yet appear in this country, but let us guard against this contagion, as worse than the yellow fever, and any other bodily plague.

"This frigate is a fine vessel; that is, not only handsome, but firm and stout, because she must cleave the boisterous waves for months and perhaps combat a strong foe—in the same manner a fine person, external graces and splendid fortunes will not bear us up in the perilous voyage of life without internal fidelity of wisdom and virtue. And as the upper



works, though ever so good, avail not, if the bottom is not sound so may we never depend on some good qualities if the ground of our heart is false. Reflect also that although this vessel is framed with the greatest accuracy from the best materials, she cannot keep her course through the waters in the waste without a careful observation of the heavenly luminaries; neither can we pass with safety through the world without the light of religion; but that sacred guide will conduct us through all the rocky straights and all the furious tempests of morality into the haven of eternal felicity.

"The solidity of this vessel depends principally on a well contrived union of many different materials. Behold the sturdy oak-planks meeting in friendly sweeps! See how that iron which can shatter rocks, is plied into all kinds of shape to clasp the wooden parts. Those cables that stay the ponderous masts and hold the massive anchors, are composed of threads, which singly can be torn by the hands of a child! Thus is every blessing of human life the result of a friendly union. Male strength and female gentleness form the solid yet soft bands of wedlock. Paternal authority and filial respect produce happy family governments.

"A political state must be formed by the union of many talents which by their very diversity make one excellent whole. Federal people, this frigate is an emblem of our United States. Taken assunder an hundred bateaux might be made from her, but a sloop of pirates could sink them all; so would you by discord, become a prey to foreign or domestic tyranny! Respect then your National Union as the pledge of general security and happiness! Regard this frigate and every effort for national defence as a link of this Union. Her materials are the products of several states, as these have come from North and South, East and West, of your extensive country, to compose a Federal frigate—so collect all the talents and virtues of your citizens into a center of national affection. Cultivate peace with all the world, but scorn dependence on any nation. Debate with candid ardour on the great interests of your country, but remember that heroic spirits bend to reason. The sordid wretch who would sell his country, and the madman who would

ruin it by his obstinate whims, are objects of indignation and contempt. Generous citizens in every state of the Union, detest offensive war but defend your country with the faithful breasts and valiant arms of true sons.

"May he that rules over sea and land, who is the Arbiter of the Universe, ever keep the UNITED STATES under His holy protection.  
"A SWEDISH MISSIONARY

The writer, we doubt not, was the minister of Old Swedes' Church, in front of which the scene which gave rise to the Moral Reflections took place.

*Porcupine's Gazette*, May 12th, 1797, said: "The frigate *United States* which was launched here the day before yesterday is bored for 44 guns, but is said to be in size equal to a 64 gun ship. She is at any rate a fine looking vessel and there is no doubt of her soon being a match for any two French frigates that ever swam the Sea, unless friend Gallatin and his economical comrades should refuse to put limbs to her. I think, if they had been at the launch and had proposed "Selling the frigate," the motion would have not met a very favorable reception."

But Noah Webster, the lexicographer, writing three days later, said:

"P. Porcupine is evidently attempting to create or rally an English party in our country, as violent and as devoted to foreign government as the French party. I judged it prudent to apprise my countrymen of these intentions. But if he is not attempting this, his prejudices, his birth and his violent principles will do great injury to the true American interests. Besides, he is a mere bully!"

The female figure on the prow of the frigate, emblematic of the UNITED STATES, is thus described:

Nowhere was there to be found a rival to the Philadelphian whose fame as a ship carver was one of the prides of the American sailor. The genius of William Rush in the chiselling of these naval emblems was indeed the wonder of his countrymen. He had the faculty of imparting the semblance of motion itself, so that it seemed that the figure was not joined to the bow, but

that is was a thing of power and animation that drew the vessel behind it through the waves.

When the frigate *United States* was looked upon as the crack ship of the American navy, she carried on her prow one of the most noted pieces of Rush's handicraft. It represented a majestic woman, with waving hair; in one hand she held the spear of war, and the wampum belt of peace; from the other was a scroll, the constitution of the Union, while from her neck was suspended a portrait of Washington. On a tablet above her rested three books that denoted the three great branches of the government; on its base were carved the eagle and emblems of agriculture, commerce and science, and as the beautiful frigate sped her way through the water she seemed to give notice that she was led and guided and guarded by the Genius of America. [PENN in *Evening Bulletin*, Philadelphia, July 26th, 1898.]

"As Philadelphians we are entitled to the peculiar distinction of forming the fastest sailing vessel in the world, viz., the frigate *United States*, built by Col. Humphreys. With such a model we might have gone on to perfection in the art of ship-building; but our many rulers have retrograded until now we have scarcely a good sailer to boast of.

The *United States* frigate has outrun the fastest Baltimore clippers two miles an hour, when running nine and ten knots, but the frigate wanted ten feet more of beam to be perfect." [Watson's *Annals*, II, p. 340.]

All the time of the building of the *United States* a most violent political agitation had been going on with respect to France and England. Jay's treaty with England, the neutrality declared by Washington between England and France, as well as the French Revolution, made our city a centre of political excitement such as, without doubt, has not since so violently moved our country. The people were divided into Federalists and Democratic Republicans. The latter were the upholders of the French; and, says McMaster, "through all the vicissitudes of four years, were the apologists and admirers of a succession of men whose shameful deeds make everything else that is monstrous and inhuman in the

whole history of the world seem tame." The *Aurora*, edited by Benj. Franklin Bache, was the advocate of the French party and the vehement denunciator of Washington. To give an idea of the intensity of party feeling, the *Aurora's* censures of Washington may be taken as examples. On December 23d, 1796, it said: "If ever a nation was debauched by a man, the American nation has been debauched by Washington. If ever a nation was deceived by a man, the American nation has been deceived by Washington. Let his conduct, then, be an example to future ages; let it serve to be a warning that no man be an idol; let the history of the Federal Government instruct mankind that the mask of patriotism may be worn to conceal the foulest designs against the liberties of the people." A few days after Washington had retired from the Presidency the *Aurora* said: "The man who is the source of all the misfortunes of our country is this day reduced to a level with his fellow citizens, and is no longer possessed of power to multiply evils upon the United States. If ever there was a period of rejoicing, this is the moment. Every heart in unison with the freedom and happiness of the people ought to beat high with exultation that the name of Washington ceases from this day to give currency to political iniquity and to legalize corruption. \* \* \* The day ought to be a jubilee in the United States."

These extracts enable us to understand the cause of the encounter at the frigate *United States* a short time before the launching of this first-born of the Nation's Navy. It is related by McMaster, (II, p. 323): "The bitterness of the editor of the *Aurora* had been increased not a little by an event in which he bore a conspicuous part. The frigate *United States* was then fast approaching completion on the Southwark stocks. Benjamin Franklin Bache, with a few friends, went down one day in April to see the ship. But party spirit ran high, and, before he came away, Bache was well beaten by Clement Humphreys, son of Joshua Humphreys, the builder. The punishment, he was given to understand, was for the abuse his newspaper had so shamelessly heaped upon Washington, the Federalists and the

Government at large. The outrage was a gross one. Yet the unanimous verdict of every Federal Coffee-house and newspaper in Philadelphia was, 'It served him right.' Peter Porcupine was especially delighted, and was still making merry over the incident when the frigate was launched."

Four years before this Washington had pronounced "the publications in Freneau's and Bache's papers outrages on common decency." In June, 1793, he had written to Henry Lee: "The arrows of malevolence, however barbed and well pointed, can never reach the most vulnerable part of me, though, while I am up as a mark, they will be continually aimed."

In August, at a cabinet meeting, says Jefferson, "he got into one of those passions when he cannot command himself. He had never repented but once having slipped the moment of resigning his office, and that was every moment since; and by God he had rather be in his grave than in his present situation. He had rather be on his farm than be an emperor of the world; and yet he was charged with wanting to be a king." What must have been the intensity of his feelings and his passions at times for four years more.

In his first message to Congress May 16th, 1797, a few days after the launching of the *United States*, President Adams informed Congress as follows,

"The naval establishment must occur to every man who considers the injuries committed on our commerce and the insults offered to our citizens, and the description of the vessel by which these abuses have been practised. As the sufferings of our mercantile and sea-faring citizens cannot be ascribed to the omission of duties demandable considering the neutral situation of our country, they are to be attributed to the hope of immunity arising from a supposed inability on our part to afford protection. To resist the consequence of such impressions on the minds of foreign nations and to guard against the degradation and servility which they must finally stamp on the American character, is an important duty of government."

"These considerations invite the United States to look to the means, and to set about the gradual creation of a navy. The increasing progress of their navigation promises them at no distant period, the requisite supply of seamen; and their means, in other respects, favor the undertaking. It is an encouragement, likewise, that their particular situation will give weight and influence to a moderate naval force in their hands. Will it not then be advisable to begin, without delay, to provide and lay up the materials for the building and equipping of ships of war, and to proceed in the work, by degrees, in proportion as our resources shall render it practicable without inconvenience; so that a future war with Europe may not find our commerce in the same unprotected state in which it was found by the present?"

The measures taken from that time forward enabled President Adams to say in his second annual message to Congress December 8th, 1798, "Perhaps no country ever experienced more sudden and remarkable advantages from any measure of policy than we derived from the arming for our maritime protection and defence."

In his last message Nov. 22d, 1800, after Captain Barry and his fellow officers had shown valor and ability in the service of the country, the retiring President could justly declare "the present navy of the United States, called suddenly into existence by a great national exigency, has raised us in our own esteem, and by the protection afforded our commerce, has effected, to the extent of our expectations, the object for which it was created,"

STATE OF THE FRIGATE UNITED STATES, OF 44 GUNS, JUNE  
16, 1797.

The hull of this ship was launched on the 10th of May last. The bottom is completely coppered and the carpenter's work is nearly finished, and she will be soon in a situation to receive her masts and stores.

Several of the masts, yards and caps are finished, and the remainder are under way. The boats are in hand; all the rigging, blocks, deadeyes and one suit of sails are pre-

pared, all the principal and most of the small stores are provided, and the captain reports that the ship may be rigged and completed for sea in one month after the guns and lower masts are on board."

On July 24th, 1797, John Mullowney was appointed Lieutenant, and George Atkinson, Sailing Master on the *United States*. Later Stephen Decatur, who commanded the *Delaware*, the companion ship on its first cruise to the north east of the *United States* under Barry, was in 1799 appointed an officer of the *United States* under his old Commander. Afterwards Decatur, in the war with Tripoli and with great Britain, became famous. He was the son of Captain Stephen Decatur, who in the Revolution commanded the *Royal Louis* and the *Fair American* privateers.

On March 9th, 1798, Charles Stewart was appointed 4th Lieutenant under Barry. He afterwards became Commodore in our Navy. He was the grandfather of Charles Stewart Parnell.

The frigate *United States* built by Joshua Humphreys was frequently visited during the progress of her building by President Washington, who expressed deep interest in all that related to her and to the intended navy. Washington was determined, by his adoption of the principles on which the ships were constructed, that the navy of the United States should be a Hercules even in its cradle." [Army & Navy Chron., 8 p., 46-7.]

On August 28th, 1797, Captain Barry reported to Secretary of War, James McHenry, that on Saturday preceding had been finished the repairs needed by the damages at the launching. "We are now taking on board the iron ballast we were obliged to land and next week will be ready for men, guns and all articles to complete her. There is too great risk to employ men from all parts of the town, as the fever is spreading."

In consequence of the yellow fever in Philadelphia in the summer of 1797, the officers of the Government were

quartered elsewhere. The Secretary of War sent the following order to Capt. Barry.

NEAR DOWNINGSTOWN, August 30, 97.

SIR—I have your letter of the 28th instant and am very happy to learn that the careening business is finished and the damage which the frigate has received in launching completely repaired. As soon as you get your ballast, etc., replaced, I think it will be proper to moor the ship in the stream, at a safe distance from the wharves. You will then take on board your guns and such articles to fit her for sea, as the purveyor has had orders to provide, and should there be any yet to be procured you will address Mr. Francis on the subject.

Lieutenant McRea with the men he has enlisted ought to go on board as soon as possible, and the present guard sent to their company at Fort Mifflin. With respect to seamen to assist in fitting the ship for sea, I have no objection to your engaging for a month at such wages as will obtain good seamen, as many as may be wanted. If possible you will not give more than \$14 but I leave the wages to be determined by circumstances and your own judgment.

You may order Dr. Gillaspy on board whenever you may think proper.

CAPTAIN JOHN BARRY.

[O. 47: 4 p. 262.]

The *Constitution*, building at Boston, under superintendency of Captain Samuel Nicholson was so near completion that Nicholson wrote Barry, August 28th, 1797, for officers to assist in the launching of the ship which would be ready for the water at "next moon." Barry's advice was desired concerning the entertainment proper to be given on the occasion. Captain Barry replied on September 4th, expressing



pleasure that the ship was so near launching and making suggestions concerning her:

"You may inform Gen. Jackson that the workmen that assisted in launching the frigate here had a dinner and something to drink—a few master carpenters that assisted the Master Builder, they had a cut of a round of beef and drank a punch. Perhaps, if Gen. Jackson was to consult the President I might have a cold collation for himself and friends, which was the case here, altho he went to meet Mrs. Adams the morning the ship was launched."

The frigate *United States* is repaired of the damages she received in launching. No Ship could turn(?) better. She hove still to the last. She now lies moored in the stream and may be sent to sea in four weeks. Guns, we have none of any description, our 24 pounders is just arrived here but the smaller ones is not yet cast that I can learn. [Barnes.]

On September 6th, Lieut. John Mallowney, from Point Pleasant, Kensington, reported to Captain Barry in the City, that he had been on board "since yesterday." He reported the situation of officers on the ship. [Barnes, 850].

On 13th September Tench Francis wrote to Captain Barry relative to the yellow fever prevailing—that the Secretary of War had written him: "You would not do wrong to advise Captain Barry to get his sick taken care of on Shore as more conducive to Recovery—that Dr. Stevens says, "your ship lays in an improper Situation, between the Cohock-sink Creek and Petty Island and that she ought to change her birth—and advising that the men be taken, say on our Commons or on the Jersey shore. Do not expose yourself."

A month later we get to know that care and attention was given the fever sick sailors of the *United States* as the annexed testimonial proves:

We the Seamen and Landsmen who have been employed during the last month on board the frigate *United States*, and whose names are hereunto annexed, do hereby return our sincere and most grateful thanks to Doctor George Gillaspay, for his humane, generous and kind treatment to us during our late sickness on board the said vessel. And, that through

his medical assistance and unremitting attention, it is to him, (*under God*) we owe our lives from under that severe and malignant contagion which for some time prevailed on Board.

IN WITNESS WHEREOF, we have hereunto set our hands this 3d day of October, Anno Domini, 1797.

Ham. Lowrey	John Patterson
Edward King	John Dempsey
Pat Mahoney	Peter Bryan
Wm. Jefferson	Jeremiah Woods
Michael Kennedy	Wm. O'Connor
James Rea	John Murphy
John W. Green	

[*Porcupine Gaz.*, Oct. 3d.]

The physician himself was stricken.

"It is with great pleasure we assure the public that Dr. George Gillaspie, Surgeon on board the frigate *United States*, is in a fair way of recovery from a violent attack of the fever." *Porcupine Gaz.*, Oct. 12, 1797.

STATE OF THE FRIGATE UNITED STATES AT THE CLOSE OF 1797,  
AS REPORTED TO CONGRESS.

The progress made in fitting the *United States* for sea during the summer led me to hope that she would have been complete for service some time in autumn; measures were therefore taken to equip her in the most expeditious manner that the nature of the service would admit. Several of the officers were appointed and some part of the crew actually enlisted. The ballast and water casks were got on board and stowed, and the riggers had nearly completed the rigging, when unfortunately all further progress was impeded by the contagious fever attacking several of the officers and crew that were on board; several of the tradesmen employed in the equipment were, also, from the same cause prevented from attending to their respective occupations, until the latter end of October, when it was found to be too late in the season to get the ship in complete order to meet a winter at sea.

## CHAPTER XXVIII.

BARRY ADVISES THE CREATION OF A NAVY DEPARTMENT AND  
THE ESTABLISHMENT OF NAVY YARDS. WAR WITH FRANCE  
BARRY GIVEN AUTHORITY TO CAPTURE HOSTILE  
FRENCH VESSELS. SENT ON AN EXPEDITION.

The first vessel of our "infant navy," founded to resist Algerian outrages, was, when ready for duty, to be used against our ally in the Revolution.

The French Republic claimed as its heritage the treaty of alliance of Louis XVI, with our battling colonies. It demanded the support of the United States in its war with England. Washington's policy of no foreign alliances or entanglements, though condemned by "Democratic Republicans" and "Democratic Societies," was adhered to so tenaciously as to incur the hostility of the French Republic. Thus it came about that the first armed vessels of our country, under the Constitution made possible by French support during our Revolution, were sent out with orders to attack and conquer French armed vessels preying upon our commerce.

In this endeavor Captain John Barry was as resolute and as active against his former associates as they had unitedly co-operated against the enemy of both. The official letters to Captain Barry show his early operations:

These orders were issued by Secretary of War M'Henry, concerning whose selection by President Adams Washington wrote to Alexander Hamilton from Mt. Vernon on August 9th, 1798, saying: "Your opinion respecting the unfitness of a certain gentleman for the office he holds accords with mine, and it is to be regretted sorely at this time that the opinions are so well founded. I early discovered, after he entered upon the duties of his office, that his talents were unequal to great exertions or deep resources. In truth they were not to be expected; for the fact is, it was a Hobson's choice. But such is the

case and what is to be done." [Ford's "Washington's Writings, Vol. 14, p. 66.]

We will see that Washington's judgment coincided with the opinion of Captain John Barry as far as the management of the naval section of the War Department was concerned—that it had been "indifferently managed." Captain Barry had a plan of betterment, however.

From the War office came to Captain Barry this order:

WAR OFFICE, January 4, 1798.

SIR: Till such time as permanent regulation can be matured and adopted by the President respecting the Government of the Navy, you will be pleased to have the marines and seamen mustered monthly while in port and regular muster rolls made out alphabetically and signed by the persons appointed to muster them, as well as by the lieutenant of marines for the marines, and the acting lieutenant and yourself for the seamen.

Colonel Mintges is to muster the marines and an experienced sea captain the seamen.

You are requested to direct the first muster to be made as soon as possible, and mention to me a proper person to muster the seamen that orders may be taken accordingly.

All requisitions for provisions while in port are to be founded on these musters, certified by the lieutenant of marines, the acting lieutenant and your own signature.

The contractor is to furnish rations conformably to the 7th section of the Act providing a naval armament. He will also when an equivalent in beef or any other articles for the rations of any day is required, grant the same. Regulations of this nature are to be signed by the Captain, who is to certify that the equivalent is agreeable to the parties.

CAPTAIN JOHN BARRY.

[O. 47, 4, p. 281.]

The "government of the Navy" was under the control of the Department of War. There existed no Navy Department. The letter here given shows Captain Barry to have been the proposer of the plan by which such a Department was established to have the exclusive control and direction of naval

affairs and also that Navy Yards should be located for ships and supplies.

PHILADELPHIA, Jan. 8th, 1798.

SIR: Agreeable to your request I have taken the liberty of giving you my sentiments respecting the Navy of the United States.

I believe sir, you will agree with me that it has been but indifferently managed hitherto but there ought to be some allowance made for young beginners. The present opportunity offers much in our favor as a Committee of Congress is sitting to revise and amend any little error that may have crept in formerly. The first thing that ought to be done should be to place the department by itself and put it into the hands of three able Men, they ought to be well acquainted with the fitting of Ships of War and have full power to purchase every Article for Building and equipping Ships for Sea, it should be their business to examine all officers before they receive their Commission or Warrants. They ought to have power to give instructions to the Commanders under the direction of the President, these Persons should be called Commissioners of the Navy. One of them should be an able Sea Commander, a merchant, the other a Ship builder.

There ought to be three places belonging to the Public where the Ships of War should rendezvous at those places ought to be in a fresh water river if possible where they would be safe from the Worms and from an enemy if a War should break out they should be as near as convenient to a large seaport town that less difficulty may arise in manning them, those places ought to belong to the public and have convenient places or magazines and all kinds of stores that may be wanted for public service, the Salary of those may appear high to Congress, but if they will take into consideration the Commission of Agents and those employed by the public in that line they will find at the end of the year that money will be saved. I think in time of Peace one may answer the purpose as there will not be much to do. I have the honor to be

Sir

Your Obedient

Humb Ser



JAMES IMLAY, ESQ.

[Barnes, No. 811.]

The NAVY DEPARTMENT was established April, 1798, when on the 26th, the House of Representatives, by a vote of 42 to 27, passed such a Bill. The vote the day before was 47 to 41, every Republican [now a days called Democrats,] voted against the Bill.

The first book or records at the Navy Department is still preserved and from it was copied the first entry in this first book. It reads:

"June 3d, 1798. Delivered to Captain Barry his authority to Capture French armed vessels, on the Act of March 28th, 1798."

Below this in a later hand is this:

"Returned 11 June, 1801, and informed that after June 30, 1801, he was to be put on half pay."

On January 9th, 1798, the Secretary of War directed Captain Barry to have Jonathan Shattuck borne on the Ships books as a Marine "till further orders for provisions only."

The concern of Captain Barry for the good order and discipline of his ship is manifested in the annexed order to Lieut. Mulloney.

SIR:

I was in hopes that I should have been spar'd the trouble of pointing out the duty or at least that part of it that is requisite at present of the five officers now belonging to the Frigate United States untill the Ship had been properly Commissioned but for the good of the Public service and my own satisfaction I think it best to inform you that it is my orders that you or Mr. Meade the Acting Master should be at all times on board and as much as convenient on the quarter deck, You as Commanding Officer in my absence will order the Men on board to do such duty as is most proper for them Such as seamen to make rounding for the Cables, Shroud backstay, &c. Landsmen and marines of duty, to keep the Ship clean and do the ordinary work on board, the Lieut. of Marines will take care to have a Sentinel kept at the gangway night and day to keep the people belonging to the Ship from going on Shore or People from Shore coming on board with out leave from the Officer on the

Quarterdeck, you will please to observe that decent citizens is not to be refused admittance provided it be before Sun sett but you are not to allow any such people below the Gun deck without the Sergeant of Marines or some other Officer with them, if one sentinel is not sufficient you will order the proper officer to place a second in such place as you may think the most proper to prevent the People from going on Shore without leave. The Lieut. of Marines will cause the Marines to be exercise at least every other day between the hours of ten and twelve in the forenoon the Weather permitting and as much oftener as he may think necessary, the Officer will order a Sergeant to see that the Fire is put out in the Gallies every night at Eight o'Clock and the candles put out fore and aft at nine, it is expected that you or Mr. Meade or Mr, McCray will go fore and aft every Night before you go to see that the light are all out and every thing safe from fire.

For the good government of the ship it is my orders that no officer on any pretense what ever beat or abuse any of the men on board or on Shore when on the Ships duty more than one or two slight strokes to make him gump quick to their work if he deserves more he is to be put in irons and complaint made to me of the offence he committed he is not to have any of his ration stoped without an order from me. It is my wish that at all times a good understanding should subsist between my Officers and myself and nothing can contribute more to it than a promptitude of the duty required. I am with esteem

Sir

Your Very Humb Sert

*John Barry*

ON BOARD THE FRIGATE UNITED STATES

FEBR. 12: 1798.

MR. MOLLOWNY, LIEUT. OF THE F. U. STATES.

[N. Y. Pub. Lib., Lenox, Em. 7080.]

To this, perhaps, the following from Lieutenant Muldowney may be a reply, on the 14th:

RESPECTED SIR:

Your orders is obeyed, & McCue & Fordice the two marines is out of Irons, but since I have had the pleasure to see you, we have had reason to confine the following, Barry, Jefferson, Hanfield & Hannagan, the two latter marines, all for absenting themselves for a whole night at least, some more—Connor (poor fellow) has had a fall down the main hatch but no bones broke nor any appearance at present of danger every thing else as you left us—  
[Roberts.]

On March 31st, 1798, Captain Thomas Truxtun sent to Captain Barry a pair of naval buttons "that I have had cut by an engraver. They are somewhat different to the pattern exhibited by Mr. Cutting. If you approve them the Secretary may perhaps order them instead of the contemplated."

On March 31st, 1798, the Secretary of War ordered the frigate *United States* to the "Bight opposite the rope walks where the Channel is wider" and "occasions less risk and embarrassment" to merchant vessels.

On April 2d, 1798, Captain Barry wrote the Secretary of War in relation to the examination of the 44 twelve pounders he had been sent to test at Cecil Furnace. Of the number but 12 were approved while nine others were doubtful. One day six burst out of eight tried; the next day five out of six also burst. Even those approved he would be unwilling to have on board ship he commanded.

On April 18th, Captain Barry was ordered to New York, conveying a letter from the Secretary of War to the Governor of New York in relation to the cannon which Barry was to examine and "ascertain their effectiveness and fitness for the service." He was to "put things in a train" to have them shipped to Philadelphia when the assurances required by the resolution of the Legislature of New York could be given."

The famous Paul Revere, whose ride from Boston aroused the Minute men to action, is herewith shown in a less active but as essential a work as drafting and casting cannon for the new Navy.



BOSTON April 29, 1798.

SIR—

I take the liberty to mention to you that when Genl Knox was Secretary of War, when he was in Boston, He imployed me to go, on board the French Frigate Concord, to make a drawing of the brass *Carronades* with their Beds, which were on her quarter deck, which I did, and transmitted to him one of the draughts, which is now in the War office at Philadelphia; they carry a Ball of the size of a 42 pr but are chiefly imployed for Grape Shot & tantridge; He was so much pleased with them that he directed Tench Coxe to have 12 of them cast for the Frigate, Tench Coxe wrote me on the matter, but I afterward received a letter from him acquainting me, that Tench Francis was to provide for all Naval matters, & that I must write to him, which I did, but he never answered my letters.

Some time since Capt Nicholson wrote to the Secretary to know how his *Tops* were to be armed. He replied that he should send him some brass Howitzers, which carried a six-pound ball; about that time Capt. Nicholson applyed to me for a drawing of a Carronade of the same size, which he sent to the Secretary of War, desiring to have them, in preference to Howitzers, & I have now orders to cast them.

If you will give yourself the trouble to examine these draughts & compare them to the Howitzers, you will see how preferable they are, & how much better for real Service. The Howitzers have their Trunions in the Centre of the Bore, which makes them difficult to *Elevate* or *Depress*, by reason that the Base, & Muzzel Rings are nearly of the same diameter; The Carronade has its Trunion, or Rather Trunion hole, directly under the Gun, by which means the Carronade is easily *elevated* or *depress* the centre of motion being so much lower—You will observe that there are Iron Cheeks to be Bolted to the upper, or Sliding bed, thro which an Iron pin is put, which secures the Carronade to the Bed; this bed is fastened to the lower one, by an Iron Pivot, which slides in a Grove made in the Under bed; which makes it quite easy to Point, either forward, or aft & very handy to load in board. Its other advantages are, it has an elevating

screw thro' the Caskable, & a Ring above, to serve (?) the britching thro. Capt Nicholson was likewise directed to make use (?) 4 eight Inch brass Howitzers for his quarter deck, but upon consulting Col Claghorn, & the Carriage maker, he found his quarter deck ports were not wide enough by six or eight Inches. He has now applyed to the Secretary of War, to have four brass Carronades cast for his quarter deck, of the largest size.—Should these Guns be more agreeable to you than the Howitzers I should be happy to furnish you with them, as soon as it is possible after application is made.—my patterns are made from the small ones, & shall begin casting them to-morrow. I shall then prepare for the large ones—The Concord had a bed fitted in the Bow of the Long-Boat, which shipt & unshipt at pleasure in fifteen minutes they could mount one of these Carronades in her Bows.

Six of the 8 Inch Howitzers are sent to Philadelphia, as I suppose for your ship, but as these pieces of Ordinance were never intended for the Sea, but for the land Service, I think you will not approve of them.—They are of my casting, by which you will judge of the Workmanship.

JOHN BARRY ESQ	I am Sir with every sentiment
COMMANDER OF THE	of Esteem your humb Sevt
UNITED STATES FRIGATE	PAUL REVERE.
PHILADELPHIA.	

[From Collection of Charles Roberts Esq.]

On May 3d, 1798, George Cabot, of Massachusetts, was appointed by President Adams the first Secretary of the new NAVY Department. He declined the office. On May 21st, Benjamin Stoddert, of Georgetown, D. C., was appointed. He accepted and served until January 26th, 1802, when President Jefferson appointed Robert Smith. These, then, were the two Secretaries with whom Captain John Barry had official intercourse.

The establishment of the new Department was timely. Out on the ocean our commerce was being disturbed and our seamen molested when not impressed. President Adams

was preparing for a vigorous course according to the means supplied by Congressional action.

On May 4th, 1798, Captain Barry was directed to assign First Lieut. Ross to make inventories of "tackle, guns, stores and all articles of equipment of the ships *Ganges* and *Hamburg Packet*," which the Secretary of the Treasury had lately purchased. The next day—5th—the Secretary of War notified Captain Barry: "I have it in command from President of the U. S. to direct you to repair with all due speed on board the frigate *U. S.* laying at Philadelphia. It is requested that no time be lost in completing what work is yet to done and preparing her for sea." On May 8th, Barry was ordered to send a Lieutenant to New York to recruit "the complement of seamen for your ship." Captain Barry, the same day, directed Lieut. Muldowney to proceed to New York, "select the best house, to open a rendezvous and enlist seamen for frigate *United States*," and giving rate of wages to be allowed all recruits. [Barnes 808.]

On the 10th, Lieut. Charles Stewart was ordered to attend "the house of rendezvous (in Philadelphia) morning, noon and night and to engage as many able bodied seamen and landsmen as you can." [Barnes 818.]

At this time, Barry notified Tench Francis, General Agent, that he had been ordered to have the *United States* ready for sea as soon as possible and as "you are the main spring of that business, I call on you to have the different articles ready as soon as you can."

On May 15th, Lieut John Mollowney reported from New York:

"SIR:—Yesterday I wrote you dated a day ahead, that please to excuse as I was much in a bustle, to-day I can inclose you a list of men's names who all entered and signed articles yesterday, inclosed is a riband which I think has had a good effect in each man's wearing it, round his hat, also is inclosed a copy of the instrument that I have drawn for the purpose of obtaining security from each man, as a copy was necessary for each I tho't it would be best to have them printed, if you approve them I have more than I want and can send you some. I would wish

suggest an idea in regard to sending the sailors round to Philada. if you approve, I think in the end it will be much the cheapest and more safe as well as expedite the business. I would send two or three midshipmen or other officers in the mail stage to take charge of the men and go by way of Amboy, the whole of the expence of sending them that way is two dollars, their expences on the road would be about one dollar which would be in all three dollars and then we could send them off by 6 or 8 and more will always follow—each officer could take 8 or 10 at a time as we could get them. On the other hand, if I put them on board the cutter till I should get 30 or 40 or any other number they will be dissatisfied and be running away. I should be much troubled to get them, the expence on board in provisions will be great, the time they will be on board very valuable so if you calculate the time and expence you'll find it amount to more than three dollars, another thing I wish to direct to your notice, if you should appoint Mr. Connell [or Collins?] as Boatswain you will do well in sending him back to assist here as the sailors seem to me to look up to him very much as a Boatswain. Many have entered on his account, those Ideas I submit to your consideration and judgement.

JOHN MULLOWNEY.

CAPT JOHN BARRY,  
[Collection Charles Roberts.]

The Boatswain had come over to Philadelphia on the 12th, with recruits, as Lieut Mullowney reported, "Seamen seem tolerably plenty." The riband mentioned was a black Cocade.

On May 21st, Captain Barry notified Secretary of War that frigate *United States* is in every respect fitted and ready for sea.

On May 22nd Barry was ordered "to visit the person employed to construct your gun carriages" and ascertain when they could "be taken on board the *United States*." and also to report "on what day you will be ready to receive your provisions."

On the same day Lieut. Mullowney sent on another body of recruits by way of Amboy, thence to Burlington to Philadelphia. On the 22nd he wrote Barry:

I recd yours dated May the 20th and observe the contents thro' the hurry I might omitted dating a letter but shall not be

so careless for the future you have a list of men sent on by Mr. Thomas Mewit who has gone on to obtain a Master Mates birth he is well recommended, I have stoped the rendezvous I could get more sailors were they wanted particularly, some fine Black boys Col. Stephens says there is 5 Twenty four pounders arrived they will be landed to-day on Governor's Island to-morrow proved the next day reshipped and you may expect them on Monday next or thereabout. I have 8 or 10 to bring on or send with the Boatswain, I wish you to give me orders when to return and to give me a list of men who have been on board according to the security.

I am with much

respect your very

Humbl Sert—

JOHN BARRY ESQR  
[Roberts]

JNO. MULLOWNEY

On the 23d Captain Barry directed him to stop recruiting when he had enlisted one hundred, "as that number with what we have and can get here is enough". At all events you must come here with what you have got. [Barnes 812.]

That day Captain Thomas Truxtun, from Baltimore, impatient at the delay in the construction of his *Constellation*, wrote Captain Barry, "the government should never build a ship at this place"—woodmen are not to be had. He requested Captain Barry to "endorse Porter for a command."

That day also—23d—the Secretary of War directed Captain Barry "to have one of your boats and a crew in readiness to-morrow morning at ten o'clock to go on board the *Ganges*."

LOUISVILLE IN GEORGIA 24th May 1798

MY DEAR FRIEND

Observing that in all probability our Country cannot avoid a War with France; and seeing that a number of Vessels are ordered by Congress to be built or purchased, and also observed that a Secretary of the Navel Department is appointed, I have thro' the introduction of my friend Gen'l Gunn, wrote Mr. George Cabbot this day, offering him my services as his Deputy or Agent in this State. I am an entire stranger to Mr. Cabbot & there-

fore was under the necessity of referring him for information to some of my friends in Philadelphia, among whom I have taken the freedom of including you. You will oblige me my friend by mentioning me to the Secretary. I have a very large supply of timber for building on hand at St. Mary's and no man in Georgia can so effectually serve the United States as I can. Patterson is building for me a very fine ship (on the War construction) capable of mounting 20 Sixes or Nines—she will be near One hundred feet on Deck & 29 Beam—entire live Oak & Cedar—I have offered her to the Secretary—I can build a number of Gallies & furnish any timber wanted. I wish you would Interest some of your Friends in my behalf with the Secretary—Mr. Crawford or Mr. Fitzsimmons if acquainted would be good hands.

I hope you will excuse me giving you this trouble, but I know your goodness—I hope this will meet you & our friend Mrs. Barry well. I left Mrs. Seagrove well at St. Mary's three weeks since—I am now at the seat of Government as a member of Convention for revising the Constitution of this State. I expect to go home in a few days—

You will much oblige me by a line.

Wishing you every happiness I remain

Yours Devoted Humble S'

J<sup>s</sup> SEAGROVE

COMMODORE JOHN BARRY

FRIGATE UNITED STATES

[Roberts.]

The UNITED STATES, by the middle of June, was so far ready for sea as to leave Philadelphia and proceed down the Delaware River, stopping off New Castle, Delaware, on her way to the sea. There the final preparations and provisioning of the first war ship of our country took place.

From there Lieut. James Barron, who was appointed on 19th April, wrote Capt Barry

THE UNITED STATES. NEW CASTLE, [DEL.] June 18th, 1798.

By Mr. Wadsworth this will be handed you who will give you a particular account of everything that has happened since my re-

turn to the ship. He brings you a roll of the people agreeable to muster and am in hopes all things are going to your satisfaction and as far as my exertions and authority will extend you may rely on them. The carriages for the guns that came from the island will be much wanting none on board will answer for them.

Mr Bost has the measures up at town with him I wish to mention some things to you about the stationary, the men and hammocks and have the honor to refer you to Mr Mallowney who has a plan with him. But as you will be down so soon it may be dropped until you are on board.

I Am &c

JAMES BARRON.

[Barnes 800.]

Lieutenant Barron afterwards became Commodore. In a duel he killed Captain Stephen Decatur who at the date of Barron's letter to Barry, above presented was a Midshipman on the frigate *United States*, and had taken the oath of Allegiance and fidelity to duty as such as follows:

"We, Freeborn Banning, Richard Sommers, STEPHEN DECATUR, James Caldwell, and Edward Dyer, being duly appointed Midshipmen on board the frigate "*United States*," John Barry, Esq., Commander, do solemnly swear to bear true allegiance to the United States of America, and to serve them honestly and faithfully against all their enemies or opposers, whosoever, " etc. etc. Sworn before Joseph Tatlow, Justice of the Peace. 4to. Newcastle County, in the District of Delaware, July, 1798.

The same day the seamen and plenty officers took the same oath before the same official—

The *United States* was ready for action.

The depredations of French cruisers upon American commerce were becoming unbearable. It was computed that during 1796-7 our merchants had lost thirteen million dollars by unjust captures by the French.

On June 13th, the merchants of Philadelphia met at the City Tavern and subscribed \$70,000 to build and equip two ships, not exceeding 500 tons and to loan them to the government.

The merchants of Baltimore, Boston, New York and other ports took similar patriotic steps.

On July 6th an Act to suspend all Commercial intercourse with France and her dependence was passed.

On July 7th, Congress passed an "Act to Declare all Treaties heretofore Concluded with France no longer Obligatory on the United States."

This, though not a declaration of war, demanded armed defence of our commerce. The spirit of the Federalist beat high. The act was considered a grand declaration of National spirit.

That evening Capt. Decatur, in the *Delaware*, off Egg Harbor, captured a French privateer of 12 guns and 70 men. She was brought to Philadelphia. A few days later the *Delaware* captured the *Le Croyable*, "an old offender against our commerce." She was also brought to Philadelphia. Congress purchased her for \$7,000.

Washington was appointed Lieutenant-General and Commander-in-Chief of the Forces of the United States. In his letter of acceptance he said:

"The conduct of the Directory of France towards our country; their insidious hostility to its Government; their various practices to withdraw the affections of the people from it; the evident tending of their acts and those of their agents to countenance and irritate opposition; their disregard of solemn treaties and the laws of nations; their war upon our defenceless commerce; their treatment of our ministers of peace and their demand amounting to tribute could not fail to excite in me corresponding sentiments with those of my countrymen."

The creation of a navy and its entry into active service gave great animation to the hearts of the Federalists. The Republicans, agreeing with Representative Nichols, of Virginia, that "a navy would never do any real good to this country but would increase the unhappiness of it." [Benton's *Debates*, I, p. 66.] The following toasts at Fourth of July celebrations and on other occasions testify the sentiments of the Federalists:

At Reading, Pa.: "Captain John Barry and his brother officers of the infant Navy of the United States. May their colors fly triumphant on the American seas."

This celebration was by the Federalists, who gave little tolerance to Democracy, for they drank with right good heart to



the toast: "May the foul fiend Democracy be exterminated from every part of the land we live in."

New Mills, N. J.: "The Navy of the United States, tho' in its minority, still may it be the terror to pirates and protection to trade, increasing in strength and, at length, like Hercules, be invincible."

At Palatine, Montgomery Co., Pa.: "The Rising Navy of the United States: May its first essays be glorious to our country and honorable to the American tars."

At Baltimore: "Barry, Truxtun, Nicholson and the other Commanders of the American Navy. May their skill and valor compel the French pirates to strike or flee from the American coasts."

At Frederickstown, Md.: "Our Infant Navy: May its thunders hurl destruction on the despoilers of our commerce."

At Portsmouth, N. H.: "Our Rising Navy: May she protect our insulted commerce and thunder destruction on our enemies."

At Charleston: "The Navy of the United States: May it protect the commerce of the country and the honor of its flag in every quarter of the globe."

At Boston: "The floating batteries and wooden walls of America." May the tide of public opinion set strong in their favor."

The Sons of St. Andrew, on St. Andrew's Day, 30th November, 1798: "Our Rising Wooden Walls: May they become impregnable and, in defence of our commercial and civil rights, may every naval commander and tar of the United States emulate the glory of a Nelson and his brave British tars."

The Act of May 28th, 1798, under which Captain Barry was commissioned to seize armed French vessels, declared: "Armed vessels sailing under the authority or pretence of authority from the Republic of France, have committed depredations on the commerce of the United States, and have recently captured the vessels and property of citizens thereof, on or near the coasts in violation of the laws of nations and the treaties between the United States and the French nations: Therefore That it shall be lawful for the President and he is hereby authorized to

instruct and direct the commanders of the armed vessels belonging to the United States to seize, take and bring into any port of the United States, to be proceeded against according to the laws of nations, any such armed vessel which shall have committed or which shall be found hovering on the coast of the United States, for the purpose of committing depredations on the vessels belonging to the citizens thereof and also to retake any ship or vessel, of any citizen or citizens which may have been captured by any such armed vessel."

On July 3rd, 1798, the following order was sent to Captain Barry by the new Secretary of the Navy Benjamin Stoddert:

NAVY DEPARTMENT, 3rd July, 1798.

SIR: The frigate *United States*, under your command being equipped, manned and armed, you will proceed to sea with the first fair wind.

Enclosed you will receive your instructions, founded on the existing acts of Congress, and by which you are to be governed until further orders. These instructions confine you within narrow limits and you can do little more under them than exercise your men along the coast. It is scarcely to be expected that the French cruisers will have the temerity to throw themselves in your way. But it is not improbable that in a very few days and before your men are sufficiently disciplined, you may be ordered on more important service with greater latitude; under this idea I am directed by the President to call your attention to the necessity of losing no time in putting your ship and men into a state to be prepared for any enterprise—and to express our entire conviction that nothing on your part will be wanting to justify the high confidence reposed by him and your country in your activity, skill and bravery.

After stretching on and off the capes of Delaware for four days, if in that time you should receive nothing from me, you will consider your cruising ground to extend from Cape Henry to Nantucket, and will use all the means in your power to defend this extent of coast against the depredations of the vessels sailing under authority or pretence of authority of the French Republic—and it is particularly enjoined by the President

that you will in conjunction with the force of Captain Dale, whose cruising ground has heretofore been between Cape Henry and Long Island and with whom you will doubtless fall in, afford all possible protection to the vessels of the United States coming on or going off the coast.

It will be proper for you as you pass the Capes of the Delaware from time to time, to stand in, hoisting a Danish flag on the main-top mast-head, that you may be known to any express boat that may be dispatched after you.

Captain Decatur had orders to cruise with Captain Dale until the 10th instant. If you should fall in with Captain Decatur sooner than the 10th, you will direct him to proceed to join Captain Truxtun on the Southern Station.

Captain Barry was by President Adams directed thus. "You are hereby authorized, instructed and directed to subdue, seize, and take any armed French vessel, or vessel sailing under authority or pretence of authority from the French Republic, which shall be found within the jurisdictional limits of the United States, or elsewhere on the high seas, and such captured vessel, with her apparel, guns, and appurtenances, and the goods and effects which shall be found on board the same, together with all French persons and others who shall be found acting on board, to bring within some port of the United States, and also to retake any vessel, goods and effects of the citizens of the United States or persons resident therein which may have been captured by any French vessel—in order that proceedings may be had concerning such capture or recapture in due form of law as to right shall appertain."

On July 7th an order was sent to Barry "to keep on and off the Capes of Delaware and always in reach of a pilot boat." \* \* "Some Acts of Congress make a variation in your instructions necessary."

The character of the Acts is made manifest by the letter of Secretary Stoddert of July 11th, 1798, as follows:

11th, July, 1798.

SIR: The Congress have lately passed an Act, which you will find enclosed, as well as your instructions founded upon

that Act, authorizing the capture of French armed vessels wherever found on the high seas.

From the best information to be obtained here it does not appear that the French have any considerable force in the West Indies; three light frigates, blocked up by the English, at Cape Francois, comprise, as I understand, the whole of their public force, and these, it is believed, only wait a safe opportunity to leave the island and return to France. Their cruisers of smaller size are numerous and find shelter in the Spanish, Danish and Dutch Islands, as well as their own.

Under such circumstances it is thought probable that a small squadron, under the command of an officer of your intelligence, experience and bravery might render essential service and animate your country to enterprise, by picking up a number of prizes in the short cruise to these islands.

I am therefore instructed by the President to direct that taking the *Delaware*, Captain Decatur, under your command, you proceed without delay to Cape Cod (and not finding Captain Sever there, to Nantucket Road) where you will be joined by the *Herald*, Captain Sever, of 20 guns, and a revenue cutter of 14 guns from Boston. With this force you will proceed with all practicable expedition to the West Indies, endeavoring to fall in with the Islands three or four degrees to the windward of Barbadoes, and thence keeping to the windward of Martinico, Guadaloupe and Antigua and so disposing of the vessels under your command as to afford the greatest chance of falling in with the French armed vessels and yet keeping each within protecting distance of the whole. You will look into St. Johns, the principal harbor of Porto Rico, and after two or three days cruising on the south side of that island, you will return again to the continent, making for the Delaware, New York and Rhode Island, according to circumstances.

Although I have pointed out your course, but yet it is to be understood that you are not to rigidly adhere to it if circumstances should intervene to render, in your judgment, a departure therefrom expedient or necessary. The object of the enterprise is to do as much injury to the armed vessels sailing under the authority of France and to make as many captures as

possible, consistently with a due regard (and no more than a due regard you will not suffer to be paid) to the security of our own, and you will use your best means to accomplish this object.

The ship *New Jersey*, Captain Clay, from the East Indies, the property of Messrs. Nicklin and Griffith, has been captured by the French and carried into St. Johns in Porto Rico. These gentlemen expect the ship and cargo will soon be in the power of our Agent, Dr. Edward Stevens, at St. Johns. The duties this vessel will pay to the Government, if she arrives safe, makes her an object meriting public protection, to say nothing of the duty of government to protect the property of all its citizens.

You will therefore give every aid in your power, and if she can be got out of the harbor of St. Johns take her under your convoy. When you arrive in the neighborhood of the Island you will judge whether you can prudently detach Captain Decatur to hover round the harbor and to communicate with the Agent or Captain of the ship before your own arrival.

Porto Rico is the place, it seems, where the greater part of our captured seamen collect to return to their own country. It is said they are exposed to great suffering there—to relieve their distress and to restore such a valuable body of men to their own country, ought to be objects with government and its officers. When you get off the harbor of St. John's there will be no impropriety in your writing a civil letter to the Governor requesting that the American seamen in that port may be restored to you. I have drafted a letter which it appears to me proper that you should address to the Governor. Being at peace with Spain, you must take no hostile measure to obtain them if the civil demand containing in the letter should not produce them.

This letter may be sent into the harbour by one of the ships under your command or the Cutter, and the vessel so sent may immediately take the *New Jersey* under her protection if she be permitted to sail for America. The Act of Congress enclosed will direct the measures to be pursued with respect to your prizes. I need not add on that subject.

In your treatment of the vessels, citizens and subjects of all



THE FRIGATE UNITED STATES IN ACTION



nations, except the French armed vessels and the persons found on board of them, you will bear in mind that we are at peace with all Nations that will suffer us to be at peace with them, and that the commander of an American squadron ought to be as much distinguished for his attention and adherence to all the rights of humanity and hospitality as by his firmness in the support of the honor of his country.

Should you ever see an American vessel captured by the armed ship of any nation at War with whom we are at peace, you cannot lawfully interfere to prevent such capture.

It must be presumed, until the contrary is proven, that courts of that Nation will render justice; nor must you recapture any American vessel taken by any such nation. The law of nations forbids it and we must respect that law.

To the dishonor of the American name some officers of the United States, I wish I could not with truth add many, in the civil line as well at home as abroad, officers whose conduct proved them unworthy of the distinction they had received, too frequently have indulged themselves in the disagreeable licentiousness of villifying our government and those characters in it best entitled to the esteem and gratitude of the country.

If we do not respect ourselves how can it be expected that we are to command respect from others. It is scarcely necessary, for me, in writing to a brave man who values his own country, its government and its laws, to suggest the usefulness of inculcating upon those under his command the propriety of preserving in their language and conduct the same respect which he himself feels for those constitutions and those characters which deserves the respect of all. It is time we should establish an American character.

Let that character be a love of country and a jealousy of its honor. This idea comprehends everything that ought to be impressed upon the minds of all our citizens, but more especially of those citizens who are seamen and soldiers.

The length of time to be consumed in your expedition will depend upon such a variety of circumstances that no accurate judgment can be formed of the time of your return. Yet it is



hoped that you may be on our coast in two months from the time you depart from Boston Bay.

Wishing you all possible success and honor in this enterprise, and adding the assurance of the President's confidence that nothing will be left undone on your part to insure both honor and success."

While obeying these instructions on the way to Cape Cod with the *Delaware*, Captain Decatur, a heavy ship with French colors was discovered by Captain Barry. His own ship displayed the same colors. He ordered the Captain of the *Delaware* to "stand off" and not approach the supposed French sail. Barry prepared for action. Both manoeuvred to gain the weather gauge. Barry succeeded in gaining such a position that the supposed enemy was completely in his power. Then the *United States* displayed the American flag and its opponent hoisted the British ensign. It was the *Thetis* of the English Navy. Each had mistaken the other. No system of signals existed between the two Navies. Admiral Vanderport soon after proposed a set which was adopted by the Americans and found mutually advantageous. [Naval Chr. 1 p 93.]

The draft of a letter proposed to be written by Captain Barry to the Governor of Porto Rico, is as follows:

AT SEA OFF PORTO RICO, 1798.

SIR:

The Government of the United States have received repeated information that many American Seamen belonging to vessels which have been captured by French cruisers and carried into Porto Rico have sometimes been confined as prisoners, and if not so confined have been exposed to much inconvenience and real suffering for want of adequate supplies of provisions and the means of returning to their country. The President of the United States has therefore directed me, when on this station, to address your Excellency on this subject: and particularly to request that any American citizen under confinement in the Island of Porto Rico (if such there be) may be released, and with others of their countrymen permitted to come

on board the ships. under my command, that they may return to the United States.

This request I make to your Excellency in the confidence due from one friendly nation to another and especially in the case of two nations like ours reciprocally entitled by a treaty of friendship to all the offices of humanity and to favor protection and assistance.

Captain —— will have the honor to deliver to your Excellency this letter and if convenient to receive your answer.

I have the honor to be Sir, your Excellency's most obedient and most humble servant,

*John Barry*

His Excellency,  
the Governor of Porto Rico.

Barry and Decatur sailed to "the eastward." On July 21st they arrived off Boston. While there they were entertained by the Spanish Consul, General Knox and others.

"Commodore Barry and Capt. Decatur visited the town on Saturday last; they were received on 'Change with every mark of attention, and welcomed as the brave and patriotic defenders of our country's rights." (*Russell's Gazette*, Boston, Monday, July 23, 1798.)

"On Monday, the Hon. Messrs. Thatcher, Bartlett, Wadsworth, and Parker, members of Congress:—Commodore Barry and Capt. Decatur of the Navy of the United States, waited on his Excellency the Governor, at his seat in Roxbury, to pay him their respects." (*Columbia Sentinel*, Boston, Wed., July 25, 1798.)

On July 26th the *United States* and *Delaware* sailed from Boston for the West Indies. Barry had received orders, dated 12th, that the revenue cutter under Capt. Chapman might not be ready to join him "and so you will proceed on the expedition without her."

That expedition was to defend American commerce from the French.

## CHAPTER XXIX.

THE CRUISE IN THE WEST INDIES—CAPTURES THE "LE  
JALOUX"—RETURNS TO PHILADELPHIA—MAKES  
A FRUITLESS CRUISE TO THE EASTWARD.

Secretary Stoddert reported to President Adams the progress of events, thus:

NAVY DEPARTMENT, 30th. July, 1798.

JOHN ADAMS, ESQ.,

President of the United States.

SIR:—By letters previously received from Stephen Higginson, Esq., of Boston, I had been taught to expect that both the *Herald* of 20 guns and the Boston cutter of 14 guns, would have been prepared to join Captain Barry at Cape Cod or Nantucket road about the 20th instant.

Barry arrived at the place of destination about the time appointed, but found the Boston vessels in an unprepared state, and I have reason to conclude from his letters to me that he has proceeded with Decatur only, on his expedition to the Islands.

This I believe is a circumstance not to be regretted for from all the information I can get there is no probability that Barry will meet in the West Indies a force superior to his own.

At this season of the year, and during the months of August and September and a part of October the British armed ships are less alert in the West Indies than at other times, in consequence of apprehension of danger from the hurricanes.

Some of their frigates are now in our ports as being more secure from the elements than the Islands. Our own force, on our own coasts, it is not to be doubted is well known to the French, and having no force in the Islands equal to ours (except three light frigates blocked up by the British at Cape Francois) it is not to be apprehended that our coasts will be much molested by their cruisers, at least for some months to come, unless indeed,

they could send a force from Europe, which is far from being probable.

The French Islands having no authorized intercourse with the United States must depend in a great degree on captures for supplies of bread and salt meat. Not having much to fear from the British about the Islands, during the hurricane season, and not daring to send their cruisers on our coasts, it is likely that a greater number of them than usual will be employed during the season in the neighborhood of the Islands.

The hurricanes, I understand, are not so very dangerous as they are generally believed to be. It is not oftener than once in four or five years that much injury is done by them, and at such times the danger is partial and extends not beyond one or two Islands.

Under such circumstance and impressed with the opinion that the American Navy should be taught to disregard problematic dangers and that our force should be employed while the French have but little force, in destroying what little they have and in producing a scarcity of provisions and the consequent discontent flowing from such a source, in their Islands, I have the honor, sir, to submit for your consideration the following proposed arrangement:

To leave the coast from the east end of George's Bank to Long Island to be guarded by the *Herald*, Captain Sever, of 20 guns, and the Boston Cutter of 14 guns. From Long Island to Cape Henry the *Baltimore* of 20 guns, and two cutters, one of which of 10 guns, is now out and another of 14 guns will be ready by the end of this week to sail from New York. From Cape Henry to our Southern extremity, by one of the frigates and two cutters, which will proceed from hence to the southward in a short time. This distribution will leave one frigate and the ship *Montezuma*, of 20 guns, as soon as she can be prepared for sea, which I hope will be by the 20th or 25th of August, to be employed in any enterprise, and these, if you, sir, approve, I would propose to send on a cruise among the Islands as soon as the latter can be prepared.

It is likely that Barry and Dectaur will leave the Island on their return about the time this second expedition would leave

our coasts and by the time Barry returns it is to be presumed that the *Ganges*, Captain Dale, who must shortly return into port, to refit, may be prepared to join the other frigate which till then will be kept on the southern station, in a third expedition to the Islands.

By keeping up incessant attacks on the French cruisers on their own ground they will in a degree at least be prevented from coming on ours. In about three months our force will be so increased as to admit of more frequent attacks, or attacks with stronger force."

Claypool's *Advertiser*, September 12th, 1798, said: "The Floating Castles of the United States have by this time made their appearance in the West Indies, not for the purpose of taking vengeance on our foes, but to convoy in security the earnings of our hardy navigators to our shores. *The United States*, Captain Barry, and *The Delaware*, Captain Decatur, are now supposed to be there."

That there was a necessity for their presence we may well judge when *The Advertiser*, on August 2d, reported that a schooner had arrived at Baltimore on the 29th July from the Havana, where an embargo existed. The American captains and supercargoes had had a meeting and agreed upon arming their vessels, each to contribute  $2\frac{1}{2}$  per cent. ad valorem for the purchase of cannon. The property on board all bound for the United States, was estimated at two millions of dollars. Several French privateers were waiting to go out with them.

The suggestion of Captain Barry that Navy yards were necessary was sustained in a few months by the new Secretary of the Navy, Benjamin Stoddert, so recommending to President Adams, who at Quincy, Massachusetts, was convalescent from a recent illness Secretary Stoddert was at Trenton, New Jersey, to escape the yearly visitation of yellow fever at Philadelphia, the temporary Capital of the Nation.

On the 21st of September, 1798, the *United States* and the *Delaware* returned to Philadelphia. Captain Barry had taken the French Schooner *Le Jaloux*, of 14 guns and 70 men and a sloop of 10 guns and 67 men both belonging to Guadaloupe. The result of this cruise, nevertheless, was disappointing

to the government. We may be sure it was also to Captain Barry, and just as sure that it was from no remissness on his part.

*The Porcupine Gazette* [Cobbett's] that day said:

**MORE SANS-CULOTTEE PRIZES.**

The master of a shollop lying at Market St wharf reports that in coming up the river yesterday, he fell in with the frigate *United States* off Reedy Island whose people informed him that being in company with the *Delaware* off the Havanah that they had captured two French privateers, a ship and a schooner, one which is reported to be the fastest sailing vessel the French pirates were possessed of, that the arrival of the *Delaware* with the prizes is hourly expected.

Two days later the same paper reported "on Thursday last, 20th inst, arrived at New Castle, the frigate *United States* in ten days from Porto Rico. She has captured in the West Indies a schooner of 12 guns and 87 men and a sloop of 10 guns and 67 men both belonging to Guadaloupe. The *Delaware* sloop of war is below with the prize.

Commodore Barry has proceeded to Trenton. "The Secretary of the Navy was there"

Concerning the treatment of the French prisoners these allegations were made:

The cruelty of Jacobinism has been compared to the horrors of the Jersey prison ship; but the barbarity of either will hardly bear a comparison with the federal tortures that were practised under the name of economy, upon the crew of two French vessels, the *Sanspareil* and the *Jaloux*. These ships had been captured by some of Mr. Adam's armed cruisers and the men confined from the 20th of September until the 6th of November, 1798, in the small prison of New Castle. The following extract from a letter inserted in the *Aurora*, describes their treatment and their situation: "They have not been allowed a basket to contain the provisions which private humanity bestowed upon them; a single pot serves for every species of vessel for sixty men; locked up at night, they are under the

necessity of making use of their hats, their shoes, their handkerchiefs and their shirts, to contain those excretions from which nature has not exempted an individual of the animal creation. They have been without a separate apartment for the sick, nor have they been granted the most trifling utensil to prepare or administer to the sick, the few medicines which they have left. They are totally destitute of warm clothing and the naked floor of the room, often wet, is the place where they must repose during the night, men not long from a tropical climate, men long estranged from the rigors of a northern winter, may, without being deemed unreasonable, call this treatment cruel.

"Two of their number have literally perished since their confinement in the prison. One died through want, it not being in the power of his companions to administer medicines; and the other fell a victim to the severity of the cold. Two others must have paid the last debt to nature had it not been for the humane attention of the inhabitants of New Castle, to whom they owe their protracted existence. These acts of humanity were attributed by a prettifogger for the same place, to some lurking remains of friendship for the French; but his wickedness was of no avail." The latter adds, that the people of New Castle supplied them with clothes, without which they say, that many of them must have perished. On the day the letter was wrote, they were for the first time, visited by Mr. Robert Hamilton, Commissary of Prisoners. They complained to him, but were answered, "that government allowed nothing, and if they had no friends they might perish."

[Wood's *His Adm. John Adams* p 167.]

But by letter of Secretary Stoddert it will be seen that he sent blankets to the prisoners but the French Consul had neither funds nor orders to give his countrymen relief.

Benjamin Stoddert, the Secretary of the Navy, wrote to President Adams, then sojourning at Quincy, Mass., because of the yellow fever in Philadelphia, in 1798, the following letter, Stoddert being located at Trenton, N.J., to escape the contagion.

(Letters to President, p. 9.)

NAVY DEPARTMENT, September 21, 1798.

JOHN ADAMS, Esq., President of the U. States:

SIR: I have a letter dated the 13th from Pennock, the naval agent at Norfolk, saying that Nicholson had brought into Hampton Roads, of a ship 20 or 24 guns, full of men, who refused to give any account of themselves, and who are supposed to be pirates. I hope by the mail of this evening to receive more certain intelligence.

Captain Barry, to my surprise, made his appearance here at 1 o'clock. His ship with about 100 Frenchmen and negroes aboard he left at Chester. Decatur with 30 or 40 more was following him in, with two prizes, a sloop and a schooner taken in the West Indies.

Barry returned too soon. His reason, apprehensions from the hurricanes in the West Indies at this season. Upon the whole it is better than to have kept the ships sleeping on our own shore, though the result of the enterprise falls very far short of my hopes.

Murry, to whom I am sending orders this day, to proceed to the West Indies with *The Montezuma*, the brig *Norfolk*, the cutter *Eagle*, and the *Retaliation*, will return with more brilliancy.

I have no time to add more, than I have the honor to be, etc.,

Yet, the Secretary, had written the President in July that the British were less alert during August, September and even in October "in consequence of apprehensions of danger of hurricanes." Barry, sharing the same apprehensions as the Secretary, is thought by him to have got out of the way of the hurricanes "too soon," though he took two prizes when the French had "but little force."

The President replied on Oct 1st, 1798, to Stoddert's letter of Sept 21st: "I am sorry that Capt. Barry had not fully answered your expectations; but I hope you will soon send him out again. The hurricanes are now passed, and there is no danger longer from them. We must sweep the West Indies seas and get as many French seamen as they are called, whether they are Italians, Spaniards, Germans or negroes, we can.



Seamen are so scarce that they cannot send out large privateers.

The orders of the Navy Department to Capt Barry subsequent to the report of Secretary Stoddert to President Adams, were:

NAVY DEPARTMENT, Sept. 27, 1798.

CAPTAIN JOHN BARRY,  
of the Frigate *United States*.

DEAR SIR:—I wrote to Mr. Francis respecting the quality of the bread furnished you, and he wishes, if you can with convenience send it, to receive a barrel of it carefully headed up and sealed, also a barrel of beef and one of pork, as he wishes to examine into the affair and ascertain where the deception or damage has originated. This is highly proper and you will please to desire the purser to comply with Mr. Francis' request if practicable.

P. S.; Have you sent an indent to Mr. Francis of the rigging you want? He seems to require it. He had not received it on the 25th instant. Send it to him immediately.

Secretary Stoddert, in a letter to President Adams of Sept. 27 makes known the intended operations of Barry and his subordinates. He writes:

"Decatur is ordered to cruise from Delaware to Cape Henry, till the 15th November when he is to return into port. I shall to-morrow send orders to Barry to cruise for the same time from Delaware eastward. Truxton with Philips may be expected before the 15th November from the *Havanna*, and I shall before I leave Trenton make arrangements to have as much force as possible in readiness in the month of December to proceed to the West Indies, or wherever ordered. I should suppose that the three frigates and six or seven 20 to 24 guns ships, and some vessels of smaller size, which will be prepared by that time, might be employed to advantage in the West Indies during the winter months, when there will be little danger of enemy vessels on our coasts and when, of course, our own vessels can not be employed on our coasts to much advantage."

The annexed note of Thomas FitzSimons, Pennsylvania's Catholic Signer of the Constitution of the United States, relates to a personal matter:

DEAR SIR: In Your conversation with Mr Yard this morning you mentioned that Mr Mullooney had a written Memorandum respecting the business that was the occasion of the report and that you would send up a copy of it. Reflecting on that circumstance since I think it would be well for the sake of all parties be proper that the paper should not only be sent but that Mr Mullooney should detail all the circumstances that attended the conversation when it took place-if the Impression upon his mind at the time was the same that You expressed it to be on Yours when the things was told you; it may be well for him to state the fact as well as the character of the person from whom the report came.

If you will take the trouble to inclose the papers to me I will have them handed Mr Yard and as I am sure it must be your wish to have this disagreeable business cleared up as soon as possible I shall require no apology for giving you this trouble.-hearing you must set out early in the morning I send this by a messenger

On September 28th, Secretary Stoddert sent to Capt. Barry orders to cruise to the "eastward" of Delaware Bay and to return about November 15th.

Subsequent orders to Barry from Secretary Stoddert were:

October 1 1798.

SIR:—I have received your letter of the 26th ultimo. I have written to Lieut. Ross (who requested to be removed to another vessel) to sail with you this cruise, and that if on your return should continue his present wishes measures would be taken for complying with them.

The two marines you mentioned as unfit for duty, you will discharge, and let the purser pay them up to the time their services are discontinued.

The bread you will send up to Mr. Tench Francis the purveyor if you can. If not, have it landed and stored at New Castle, with directions to send it to Mr. Francis when opportunity offers.

October 1, 1798.

SIR:—I presume you are by this time supplied with your requisition of cordage, cheese and bread.

As this is the season when our vessels may be expected from Europe, and as it is probable that attempts may be made by the French cruisers to interrupt them on or near our own coasts, it becomes necessary that you proceed to sea as soon as your ship is watered. The bread, cordage and cheese I hope you have received.

Your object must be to protect the trade from Delaware to New Hampshire, and doubting neither your discretion, bravery nor enterprise, I leave it to yourself to judge in what manner you can best effect this object. Captain Decatur will cruise from New York to the Chesapeake.

There will be, I imagine, but little danger of enemy vessels on our coasts by the 15th of November. You will, therefore, no circumstances arising which, in your judgment, shall make a longer cruise necessary, go to Newport, Rhode Island, about that time.

Before you sail be pleased to write me what your ship will want on her return, for another cruise of four months.

If there should be an occasion to communicate with you, it will be most conveniently done from Rhode Island. You will please therefore every twelve or fifteen days appear off the harbor of Newport, with the French flag hoisted on your maintop mast-head, and hover off and on long enough to be seen from Newport and to receive a boat, should it be necessary to send one to you.

Oct. 6, '98.

NAVY DEPARTMENT,

CAPTAIN JOHN BARRY.

SIR:—I am honored with your letter of the 3rd instant, at which time I perceive you had not received my instructions of the 1st instant. I now send a copy of them.

I cannot account for your not having received the bread and iron. The latter was sent by L. Hollingsworth, and I presume has been received since. The bread was ordered from Philadelphia. It was ready more than a week ago, and if Francis

has not been seized with the fever, I suppose it must have reached you, as well as rope, if Francis received in time your indent. As to the other articles, the requisition was made for them too late and the difficulty of getting anything done in Philadelphia in these times too great to admit of a reasonable hope of getting them. I am glad they were not essential for the present short cruise.

You never left a list of men whose wives were to be paid in their absence, nor was I furnished with any documents to show to what time payment had been made to the men. If there has been any error on this point it has not been here.

I have received a letter from Mr. Edwards, which I am a little surprised at. It contains the following paragraph:

"The appointments alluded to in my note of the 23d I find from indisputable authority (as well as another, Mr. McKnight), have taken place. This, sir, has excited the surprise of Captain Barry, who has done me the honor of declaring that he thought my merit alone, independent of the priority of my commission or other consideration, fully justified my promotion." I thought I had informed you that this young gentleman was to be a Captain (which by the bye he had no right to expect, not having been in the ship to which he was appointed from his own fault, and acting on yours of a supernumerary). I hope from your good sense, great experience and attachment to the Government of your country that no uneasiness, causelessly excited, will be suffered to exist among your officers. I have also a letter signed by your second and third lieutenants, almost demanding to be Captains. Such claims are inadmissible and ought not to be encouraged. It will afford me the highest pleasure at all times to promote the proper views of brave and meritorious men. Such I have no doubt are these two gentlemen, and full justice no doubt will be done them, but they must not expect to carve for themselves.

"The purser applied to me too late for money. I desired him to draw on me, as I could not send it to him in time. If the bread has not reached you from Philadelphia let the purser buy a sufficiency for six weeks, if he can, and draw on me."

1798 Oct 8th off New Castle, Captain Barry wrote Mrs. Barry,

"this will be the last from the Delaware in two hours will be under sail—our cruise will be short, I hope with the blessing of God to see you and my friends at Strawberry Hill by the 20th of next month altho I am to come into Rhode Island.— I have not a single article for the ship but ballast and my reasons for going to sea without these is the European ships is expected any day and should any of them be taken and I lying in a harbor the merchants may blame me and no other although it would not be my fault." [Barnes 489]

Barry performed the service required of him, returning to Delaware Bay early in November, being unable by an accident from getting to Newport.

First Lieutenant David Ross, in charge of the *United States*, on November 9th, 1798, when "off Chester," at 1 P. M., reported to Barry:

"This day we have arrived at Chester with the ship without touching ground. Wind W. N. W. We passed over the flats a quarter less four. The bowsprit with the pinnace cutter towing it up to Chester. I expect it here by 3 o'clock this afternoon. All hands in good health."—[Roberts' Collection.]

The orders of the Navy Department to Capt. Barry are here given:

November 9, 1798.

SIR: I have received your favor of the 8th instant, your arrival in Delaware being totally unexpected; no steps were taken to procure the articles included in your several indents, it having been intended to provide them at Newport, to which place you know you were directed to repair at the end of your cruise, and I am sorry for the accident which has prevented you from accomplishing it.

What, under present circumstances, is to be done, is to repair your damage as expeditiously as possible, to which effect Col. Pickering has written by this post to Mr. Joshua Humphreys, and your several indents will be transmitted to Mr. Francis who will provide the articles therein contained.

Captain Barron has not received the appointment you mention. Mr. Stoddert will be at Philadelphia by the middle of next week.

November 9, 1798.

SIR:—I have received your letter dated yesterday, and have written to Mr. Humphreys to attend immediately to the necessary repairs to your frigate.

The Marshall of Delaware had early orders to furnish blankets to the prisoners at New Castle, and as soon as I heard from them I wrote (Oct. 9th) to Mr. Tetombe, late French consul, but he refused to given them any relief, saying he had neither orders nor funds.

November 29, 1798.

SIR:—As Captains Truxtun, Dale, Decatur and Tingley are now in this city, and as the regulations or articles of war for the government of the Navy are extremely defective it would be useful and important if you would, with the aid of these gentlemen, consider and report a proper system on this subject.

A room, pen, ink and paper shall be provided for you at the Navy Office, should you find it convenient to meet here.

December 5, 1798.

SIR: I fear this cold weather may produce ice, and be injurious to your frigate if she remains at Chester to be prepared for sea. Would it not be proper to move the frigate down to Reedy Island as quickly as possible?

There she will be out of danger and the Carpenters being paid for the greater distance from Philadelphia, which is but a trifling consideration, can fit her at that place."

## CHAPTER XXX.

INSTRUCTIONS OF PRESIDENT ADAMS TO COMMODORE BARRY—  
STARTS ON CRUISE TO THE WEST INDIES—  
SQUADRON SENT

At the opening of the Fffth Congress President Adams announced the "ultimate failure of the measures which have been taken by the Government towards an amicable adjustment of differences with France." The law of France that neutral vessels with British fabrics or produce, although the entire property belonged to neutrals, were liable to seizure President Adams declared "an unequivocal act of war on the commerce of the nation it attacks," and so, "whether we negotiate with her or not vigorous preparations for war will be alike indispensable." He urged an increase of our navy to a size sufficient to guard our coast and protect our trade.

This was sanctioned by Congress in February by an Act to add six 74's and six 18's to the naval force at an estimated cost of \$2,400,000. The appropriation for the navy in 1799 amounted to \$4,594,677.93. Recruiting went on vigorously after Congress met in December, 1798.

The day before his Speech to Congress President Adams directed the Secretary of the Navy to send the following order to Captain Barry. Subsequent orders are given in succession:

Dec. 7, 1798.

SIR:—It is conceived that by employing the principal part of our naval force in the West Indies this winter a state little short of perfect security may be given to our commerce in those seas, and that the inhabitants of the hostile islands may be taught to respect and to fear the power of the United States.

Captain Truxtun with two or three vessels of 14 and 18 guns, will have assigned him for his cruising grounds from St. Christophers leeward as far as Porto-Rico. Captain Decatur with one

brig of 16 guns, will be stationed in the vicinity of Havanna, to protect that trade, and Captain Tingley in the Ganges between Cuba and Hispaniola, to give security to the trade of Jamaica.

All our other forces consisting at present of the Frigates United States and Constitution, the George Washington, Fletcher, of 32 guns, the Merrimac, Brown, of 24 guns, and soon to be increased with four or five more vessels of nearly the same force as the latter, will, by order of the President, be under your immediate command, and to be employed as your knowledge of those seas and your judgment shall suggest in active operations for the protection of our commerce, and for the capture or destruction of French armed vessels, from St. Christophers as far as Barbadoes and Tobago, and it is presumed your force will permit you to pay considerable attention to Cayenne and Curricoa, and even to the passage from the United States to Laguayra on the Spanish Main; to which place our citizens carry on considerable trade, but above all your efforts must be directed to relieve our commerce from the piccaroons and pirates continually issuing from the Island of Guadaloupe.

You will determine in what manner to divide and employ your force so as to best gratify the hopes of the President and your country.

A spirit of enterprise and adventure cannot be too much encouraged in the officers under your command, nor can too many opportunities be afforded the enterprising to distinguish themselves. We have nothing to dread but inactivity.

The French can have no force in the West Indies this winter equal to ours, which is thought to be sufficient to rid those seas as well of French commissioned armed vessels as of the pirates which infest them; and it is with you to lay your country under obligations by rendering this important service and by exciting among the officers and men a high degree of zeal for the honor of the American Navy.

It is the President's order that you proceed as early as possible to Prince Rupert's Bay, in the Island of Dominica, at which place the other vessels under your command are ordered to rendezvous and whence you will commence your operations, which it is presumed may be continued until the month of April,



and perhaps May. I shall take care to have your squadron supplied with provisions by the time it will become necessary.

I have stated to you so particularly where the vessels not under your immediate command will be employed, that you may apprise any of the divisions of danger beyond their strength to resist, reinforce them, or if occasion should require it, order them to join you or proceed to the United States; but it is hoped and expected that no such occasion may occur.

Should you be encumbered with prisoners, your first effort must be to exchange them for our own citizens in the hands of the French; you cannot take too much pains to effect this very desirable object. It will be better to give more than one man for man, than suffer our meritorious seamen to remain in their hands—and no bargain will be thought a bad one which shall relieve them from captivity.

If however you cannot accomplish this you must send the prisoners to any of our ports, preferring those from Boston to Cape Henry, on account of the greater expence of maintaining them to the southward—providing you can do it without losing the service of our armed vessels when their service may be important, rather than which it will be better to let loose the men of color and the greatest vagabonds, keeping only the seamen and those capable of doing us the most injury; and by so reducing the numbers you will be able to send those worth keeping in the vessels in which they were captured.

The President desires that it may be recollected by any officer under your command that America is only at war with French armed vessels and the people found on board of them; that we are at peace and wish to remain at peace with all other nations, must be treated with civility and friendship, that it will be the highest honor to the American seamen, to be as much distinguished by courtly and good offices to their friends as by industry and activity in seeking, and bravery in subduing an enemy. You are not allowed by our laws to recapture an American vessel taken by the vessels of any of the powers at war, except those of the French. You must be governed by the laws, and it must be presumed that the courts of such nations, where such captures are illegal, will render justice.

You will omit no opportunity of writing to me and keeping me well informed of your proceedings; giving the proper caution to those by whom you write to destroy your letters when there is danger of their falling into the hands of the French.

I have it in command from the President to express to you and to the officers and the seamen under your command his high confidence that you will merit and his best wishes that you may meet with distinguished success and honor—in which I most cordially join."

On the same day on which the Secretary of the Navy issued the above order Lieut. David Ross, of the frigate, sent these reports to Captain Barry, yet in Philadelphia:

FRIGATE UNITED STATES off  
CHESTER Dec 7th 1798.

DR. SIR

This day we have completed staying & seting up the rigging allready for sea, the boat has gone to Marcus Hook for your Sheep, to-morrow morning if the wind will permit we will proceed for Bombay Hook, if not, for Marcus Hook for fear the Ice should make, ready to hall in, to the piers the jolly boat is not yet arived nor the pilot boat, when she comes I shall send her up.

Sir you may depend no exercions of mine shall be wanting towards the ship or you, The carpenters are willing to stay.

I have discharged Mr. Hanfield By your order I send up a return of officers not on board by this opportunity the sloop is arrived with the stores She came too anchor 2 miles a stern the flood tide being against her but this evening she will be alongside and we shall discharge her. I have sent John Ames the pilot to sound between the peers at Marcus Hook for fear of advers wind and the Ice setting in I shall inform what watter when I write again we have all the wood on board purchased at Chester 8 chord and  $\frac{3}{4}$ , I shall get the remaining part as soon as a shallop comes past"

Later he wrote:

I now inform you we have got 12 of the twelve pounders on board. This morning we received a sloop loaded with cordage which we discharged with a vessel loaded with Provisions. The

same sloop, Capt. Currie took to get our guns on board. You will arrange the price with him when he arrives there.

The people is all quartered and we have exercised them once and find them to be alert. We should have done it oftener but our time would not admit as we have been stationing them to to their births with their hammocks. You may depend Sir I shall lose no time in exercising the Great guns both by day and night untill we have them well knowledge of their quarters."

[Roberts' Collection.]

When Congress met on December 8th, 1798, President Adams' Message said: "The beneficial effects of the small naval armament provided under the Acts of the last session are known and acknowledged. Perhaps no country ever experienced more sudden and remarkable advantages from any measure of policy than we derive from the arming for our maritime protection and defence. We ought without loss of time to lay the foundation for an increase of our navy to a size sufficient to guard our coast and protect our trade,"

The *United States* being now "down the Bay," Capt. Barry proceeded to take command, the following letter of the Secretary of the Navy being forwarded to him:

December 12th.

SIR:—I have a letter from Mr. Yellott, saying that he is informed by Captain James Stewart that Victor Hughes is fitting out Frigates at Guadaloupe. I hope this is true that you may have an opportunity of sending them into our ports.

I hope that you have got down safe and that all your material stores will be on board. I shall take the earliest opportunity of forwarding provisions to Dominica."

The *United States*, under Capt. John Barry, was now starting on her second cruise. She had as Lieutenant Charles Stewart, who, "having the skill of a chief and the courage of a true Yankee seaman," afterwards became so famous. In July, 1800, he was promoted to the captaincy of the *Experiment*; in 1812 to the *Constellation*, and in 1813 to the *Constitution*. In this last he fought and captured, in February, 1815, the *Cyane* and the

*Levant*. For this heroic exploit he was presented by Congress with a gold medal.

Another gallant officer of the *United States* was Midshipman Stephen Decatur. In 1801 he was promoted to be Lieutenant of the *Essex*. In 1804 he destroyed the *Philadelphia*, in the harbor of Tripoli, and for this a gold medal was given to him by Congress. In the War of 1812 he commanded Barry's vessel the *United States*. On Oct. 25, 1812, he captured the *Macedonian*, of 49 guns and 300 men.

Another midshipman of the *United States* under Barry was Jacob Jones. In the war of 1812, as commander of the *Wasp*, he captured, on Oct. 18, 1812, the *Frolic*, and for this received a gold medal from Congress.

The training and discipline of Captain Barry had developed heroes after death had claimed him.

Maclay's "History of the United States Navy," page 174, thus details this expedition designed for a vigorous naval war against France:

"French privateers by this time (1799) had become so numerous and daring in the West Indies that the Government found it necessary to direct all its naval force against them. Accordingly a squadron, commanded by Captain John Barry, was ordered to rendezvous at Prince Rupert's Bay, and to cruise to windward of St, Kitts and as far south as Barbadoes and Tobago.

It consisted of the following vessels: The *United States*, Captain John Barry; the *Constitution*, Captain Samuel Nicholson; the *George Washington*, Captain Patrick Fletcher; the *Merrimac*, Captain Moses Brown; the *Portsmouth*, Captain Daniel McNeill; the *Pickering*, Master-commandant Edward Preble; the *Eagle*, Lieutenant Hugh George Campbell; the *Herald*, Lieutenant Charles C. Russell; the *Scammel*, Lieut. J. Adams; and the *Diligence*, Lieutenant J. Brown..

The *Merrimac* took *le Bonapart le-Phenix*, of fourteen guns and one hundred and twenty-eight men, and *la-Magiciene*, of fourteen guns and sixty-three men; the *Portsmouth* took *le Bonapart* (No. 2), *le Bullante*, and *le Tripon*, and *le Bon Pere*, of six guns and fifty-two men. Seven other captures were made by this squadron."

In addition to the vessels named by Maclay as comprising this expedition Elijah Shaw's *Narrative of Twenty-one Years' Service in the American Navy* names as sailing from Norfolk, in company with the frigate *United States*" the *Constellation*, of 36 guns; the *John Adams*, the *Congress*, the *Little Adams*, the *Little York*, all 32 guns; the *Connecticut*, *Boston*, *General Green*, all of 36 guns; the *Siren*, *Argus*, of 16 each, and the *Enterprise* of 14 guns.

The *Constellation* cruised " off different islands for about three months without finding any game" when the *Insurgente*, of 50 guns, was captured with 700 men, of whom 350 were killed or wounded.

Later the *Constellation* met a French 74 and exchanged a few shots with her, but her "force being superior" the *Constellation* "got out of reach."

"The next day she fell in with the *United States* and a few shots were exchanged with her but the *United States* considered it advisable to make her escape."

The next day the *United States* and the *Constellation* met. Shaw remarks "It was unfortunate we did not keep in sight of the enemy as we could undoubtedly have captured her with the assistance of the *United States*."

Later, Shaw relates," We put into a port on the island of Bermuda to repair and while there the frigate *United States* came in dismasted."

On December 29th Secretary Stoddert notified all commanders of the Navy "on no pretence whatever to permit public vessels under their command to be detained or searched." This circular letter is among Captain Barry's papers with Captain John S. Barnes, of New York.

## CHAPTER XXXI.

### ORDERS TO BARRY.—OPERATIONS AND CAPTURES OF HIS FLEET IN WEST INDIES.—RETURN TO PHILADELPHIA.

The annexed orders were sent to Captain Barry while in the West Indies.

In their examination we will learn the success the *United States* had on her cruise.

15th December, 1798.

CAPTAIN JOHN BARRY,

The officer commanding the American ships at  
Prince Rupert's Bay.

SIR:—Mr. Ellery of Rhode Island, accompanied by Mr. Crocker, having important business to transact in Antigua, these gentlemen will take passage in the *Portsmouth*, Captain McNeill, as far as Dominica.

I have the honor to request your attention to them at Dominica, and any services conveniently in your power in aiding their passage to Antigua.

16 January, 1799.

CAPTAIN JOHN BARRY.

SIR:—Enclosed are letters for Captain Nicholson and Lieutenant Hamilton, which you will please to have delivered—and also that Lieutenant Hamilton be received on board the *Constitution* as 3rd Lieutenant.

I am sorry to observe that Captain Nicholson has excited great clamor against him, by his arbitrary conduct towards some officers he left behind. I hope however that he will not justify, by his conduct under your command the prediction of his enemies, but that he will conduct himself with prudence and propriety, and pay strict attention to your orders.

Should he act in a different manner you will know what to do with him. That ship and all others under your command must claim your attention as well as your own ship.

I have written to Mr. Higginson to send under convoy of Captain McNeill of the *Pickering* a quantity of provisions, per list enclosed addressed to Messrs. Frazer, Urquhart and Co., for the vessels under your command. Should any circumstance make it necessary for you to leave your station with your fleet it will be well for you to take the provisions on board.

Enclosed you will find additional instructions to our armed ships, of the 29th of December and the 16th of January—which please to have distributed among your fleet to the Commanding Officers.

It is very much the wish of the President that you should take some occasion, before your return, to show yourself with the greater part of your fleet at Cape Francois to Genl. Toussaint, who has a great desire to see some ships of war belonging to America, but it is not intended that you should sacrifice any important object to gratify this General; with whom, however, if it should fall in your way, it may be well for you to cultivate a good understanding.

Congress have as yet passed no Act respecting the Navy. They will probably direct the building of some ships of the line and I expect will put the service on a respectable footing. Write me by all opportunities—and be particular as to the merits of your Lieutenants, as promotions will take place before your return.

I have heard of the French Frigates at Guadaloupe— you must judge whether Truxtun ought to join you and must act accordingly. If these Frigates should not render it too dangerous it will be best that our vessels be dispersed as much as possible and I should imagine the British force in those seas would confine the French Frigates in port. It would however be glorious to the American Navy if you could devise a plan for capturing them.

It is possible that the regulations of the British government in their Islands may occasion a difficulty as to landing the provisions at Dominica, in which case it will be necessary to take them at once on board your fleet and I have written to

Messrs. Frazer, Urquhart and Co. that you would do so in case of need.

72000 lbs bread.  
155 Barrels beef.  
155 Barrels pork.  
88 ct of fish.  
120 bushels beans or peas.

February 1, 1799.

SIR:—In my letter of the 16th ultimo, I informed you that Mr. Higginson had orders to ship a quantity of provisions for the use of the vessels under your command and by his last advices I find that he has introduced into the agreement for the vessel he has chartered a clause which will leave it in your power to retain her as a store ship if you should find it for the good of the service to do so and render the landing and storing the provisions at Dominica useless; but as the vessel is chartered by the month you will be careful not to keep her an hour longer than may be necessary and when discharged give a certificate of the time of discharge, writing to me also particularly on this point in order that an exact settlement of the charter party may be made.

NAVY DEPARTMENT,

February 2, 1799.

COMMODORE JOHN BARRY. West Indies.

SIR:—The Congress have a bill before them which will pass for adding six 74 gun ships to the Navy, and for augmenting the pay of Commanders of Frigates to 100 dollars per month, and an allowance of double rations when commanding a squadron.

They are disposed to do more for the advantage of the Navy but are afraid of going too fast, wishing public opinion to go along with them. It is very certain however that public opinion is getting more and more in favor of the Navy.

I pray you to give me as early as possible your opinion of the officers, including midshipmen, deserving promotion.

The ship Baltimore being ordered to join Truxtun having no Captain, will be commanded by Truxtun's first Lieutenant



Rogers, as Lieutenant. It is meant to promote some of your Lieutenants at the same time that Rogers is promoted; they need not therefore be uneasy.

When I speak of officers, including midshipmen, I mean all under your command in the different vessels. I am extremely anxiously to get a letter from you dated in the West Indies. You will receive herewith letter from Mrs. Barry.

On January 21st, 1799, the Navy Agent at Boston, Stephen Higginson, wrote Captain Barry at Dominica by the Ship *Polly*, which carried provisions for the use of the ships under Barry in the West Indies.

On the 24th Captain Samuel Nicholson reported to Captain Barry, "Commandant of the American Navy," at Prince Rupert's Bay that "the *Constitution* is much disabled in her mast and spars." He requested "a survey of Captain and such other officers as you think proper."

At another date Captain Nicholson reported to Barry that he had taken the *Carleret*, packet, and meant "to carry her to St. Pierres, then to return to his former situation by the time appointed to meet at Prince Rupert's Bay according to Commodore Barry's orders in case the Commodore should not be at Prince Rupert's to leave word with the Fort officers."

Captain Thomas Truxtun, commanding the ship *Constellation* while at Basseterre Road, St. Christopher, February 3d, 1799, wrote Captain Barry giving an account of his chase of a French privateer into a harbor near Englishman's Head (Saint Peire) which was covered on each side by a fort and battery; he was fired on although having the United States colors flying; returned it with a double row of guns shotted with round and grape and afterward bore down and spoke three English armed ships bound for Liverpool from Martinico; yesterday he spoke Capt Murray in the *Constitution*; he desired to meet Barry to arrange a cruise.

"On the 3d of February, 1799, while the *United States* was cruising to windward of Martinique, chase was given to a suspicious sail. As there was a fresh breeze at the time the American frigate soon had the stranger, which proved to be a French privateer, under her guns. Finding that he was out-

sailed at this point the Frenchman as a last hope went about and boldly endeavored to turn to windward by short tacks, under the guns of the frigate. A single well aimed 24 pound shot from the *United States* cut the career of the Privateer short for the ball went through her hull between wind and water, so that she quickly began to fill and settle. The sudden lowering of her sails, the confusion aboard of her and the cries of her people for aid, told plainly enough that one shot was sufficient. The *United States* promptly hove to and lowered her boats to the rescue. Midshipman Stephen Decatur was in the boat that first reached the wreck, and he found her crew collected on her sails, stripped of their plunder and clothes ready to swim to the boats. 'They were plaintively imploring for help' wrote an eye witness 'with earnest gesticulations, not only from men, but from God and although it is true they had abolished all religion they had not it seemed forgot the old way of invoking the protection of the Omnipotent.'"

"Seeing that the boats would be swamped if they came within reach of the privateersmen, the American officers in charge ordered the Frenchmen to put their helm up and run down to the frigate. This was done at once and the privateer which was the *Amour de la Patrie* of six guns and eighty men, sank near the *United States*; her men jumped clear of her, other boats were lowered and all were saved. The *United States* also took the privateer *Tartufe* of eight guns and sixty men.

Desiring to relieve himself of his prisoners and hoping to liberate an equal number of Americans who were confined in the loathsome dungeons at Guadeloupe Captain Barry put into the roads of Basse Terre with the white flag of truce at his fore, but when within effective range, the French batteries opened on. Quickly hauling down the white flag Captain Barry sailed around the harbor and returned the fire so effectively that the walls of the batteries bore the mark of American shot for many years afterward." [Maclay's History.]

The *Amour de la Patrie* was commanded by Captain Pierre Solimniac, age 36. The 2d Captain was Joseph Rodrigneau,

age 24, Lieut Raimond DuCourdieu of Bordeaux, age 32. The muster roll shows a total of fifty eight prisoners. [Mss.]

On February 16, Capt. M. Brown of U. S. Ship of War *Merimack* off St. Kitts, wrote to Barry, "You would have me with you at Prince Rupert's Bay had not my Convoy got so far to leeward as coming from Martinico that they could not beat up notwithstanding my particular orders to keep close in with land; at 9 o'clock in ye morning I thought best to beat in myself and fill my water and leave letters for your Honor and join them again at sea but at 11 when I had almost gained the Bay 2 strange ships appeared bearing down into the rear of my convoy I would bore away and cleared ship for action not doubting the British ship in the road would slip to my assistance if they were enemies, by that means to save my Convoy but when within 2 gun shots I hoisted ye signal for the day which was answered by the headmost ship the other a transport pierced for 22 guns on one deck but mounting only 14 in her upper deck full of troop for Antigua. After speaking them and collecting my Convoy found it impossible to get into the Road. I made the best of my way according to your instructions Our Countrymen want Convoy but pay no attention to keep with it and such tubs as some of them are under my convoy I never saw and they are sure to spread each night as far as possible to see them. I have now the pleasure to be in sight of the American flag flying over that of the national on board the *Insurgente* Frigate, prize to the *Constellation* in Bassater Road as soon as I have got my Convoy to anchor and given them instructions shall proceed to old Road to fill my water and be ready to proceed as soon as joined by the *Montezuma*."

On February 19th and 21st, from St. Christopher, Captain Thomas Truxtun of the *Constellation* forwarded to Commodore Barry instructions sent by Secretary Stoddert concerning their procedure with the French, and on March 12th wrote Barry enclosing a broadside Act of Congress, "Further to suspend the Commerical Intercourse between the United States and France and the dependencies thereof."

This was official notice to commanders of vessels in the

Service of the United States to further suspend commercial intercourse with France

Captain Daniel McNeill, of the "Ship *Portsmouth*, wrote Barry, February 22d, 1799, that the schooner *Jeannette* had been injured: that he had ordered her back to Prince Rupert's Bay and had taken 20 men out of her.

While so much creditable to our naval forces had been done, yet heroic spirits could only be satisfied with brilliant exploits. These are not possible when the enemy is not met—and this caused "vexation" to the Commodore commanding the fleet to whose communication of that import the Secretary thus replied:

15 March, 1799.

CAPTAIN JOHN BARRY, WEST INDIES.

SIR:—I have no letters from you later than 1st February. I am sorry that your health was not quite restored, which however I attribute more to your vexation for not being able to fall in with the Monsieur than to the effects of the climate.

I hope that you have since that time been more fortunate and that you have mastered your indisposition as well as I have no doubt you have all the Frenchmen you have seen.

I have information of your having been joined by the *Constitution*, the *George Washington* and the *Merrimac*. I make no doubt you have since been joined by the *Portsmouth*, the *Herald*, the *Pickering* and the *Diligence*, the *Scammel* and the *Eagle*, and I possess the most entire confidence that you will have so employed the force as to afford the greatest possible protection to our commerce and the greatest chance of punishing the depredators upon it.

The season is now approaching when it will be necessary to have more than the force we have at present on our coasts. You will therefore be pleased to order to Boston without delay the *Constitution*, and to Newport the *George Washington*. If these vessels should have more provisions than will be necessary for their return it will be proper for you to direct what can be spared to be distributed to the other vessels under your command, which will enable them to continue longer in the West Indies without more supplies from the continent.

The Pursers of the vessels delivering will take care to take the proper receipts for the provisions delivered.

I am sorry that Captain Nicholson could not discover that the British ship recaptured by him was sufficiently an armed vessel to come within the meaning of our laws. The instructions of the 12th instant contain explanatory observations on the subject. As I do not send enough of these instructions to distribute to all the vessels under your command you must supply the defect by your orders.

I have written to Fletcher to call at St. Thomas' and wait a day for any specie that Mr. Hilton or other person wish to send to the owners of it in the United States. You will judge of the propriety of ordering Nicholson to touch there also. This will be in their course.

Captain Tingley will place himself under your command. Should your health or other circumstances make it necessary for you to return to the continent you will in that case communicate in time your intentions to Captain Truxtun upon whom the command will then devolve. I mention this as a possible case from the indisposition you complained of. I hope it is not a probable one.

It is expected that in six or seven weeks the Island of St. Domingo may be opened to our trade; in which case it will be proper to employ a part of the force under your command—perhaps a considerable part—to protect our commerce to that Island. Should this event take place before you hear from me again on the subject, you must act as you shall judge best for the interest of our country in the protection of its commerce. It may be proper in the event alluded to, that you should move with nearly the whole of your force to that station, sending to Captain Truxtun two or three of your vessels, say a ship of 20 guns and a cutter, to enable him the better to occupy the ground you both occupy at present. In the meantime I pray you let none of our officers and crews grow sick of being in harbour. The British die, and what is as bad, get languid by the climate in the West Indies. We shall experience the same misfortune if our vessels remain too long in the West Indies and if they are not continually em-

ployed while in those seas. Nothing is so destructive as harbours.

I long to hear that you have sent cruisers to Curacoa and also toward Laguayra. Three degrees to the eastward of the longitude of Porto Rico and two degrees to the eastward of the longitude of Barbadoes I understand to be cruising grounds for Indiamen. You will no doubt pay the proper attention to this subject. Any vessels besides those I have mentioned which you may at any time suffer to return you will order to Norfolk, New York, Philadelphia or Rhode Island. These are places where they can get supplies of provisions readily; the cutter from the southward must return to one of these places. Philadelphia is best for the cutters only. Captain McNeill will be the oldest officer under your command after Nicholson leaves you. Captain Tingley next. I hope you will give these gentlemen, indeed all the commanders, opportunities of distinguishing themselves and inspire by all the means in your power a spirit of enterprise and bravery among officers and men.

You will receive a letter from Mrs. Barry whom I understand is very well.

P. S. Your letter written after the arrival of the *Pickering* and the *Herald* with provisions will determine as to sending any more.

On St. Patrick's Day, 1799, the *United States* was at Prince Rupert's Island. So Capt. Dyer, who arrived at Portland, Me., on April 17th, reported. We may be sure that Captain John Barry and his men celebrated the Day with memories "of home" in Ireland and in the United States, thus in spirit uniting with his fellow members of the Hibernian Society of Philadelphia, who, at the dinner at Shane's Tavern, drank to the toast of "Commodore Barry and the New Navy."

On March 28th the *United States*, under Capt. Barry, and the *Constitution*, under Capt. Nicholson, and the brigs *Herald*, Capt. Russell; *Eagle*, Capt. Campbell; *Merrimack*, Capt. Brown, *Scammel*; Capt. Adams, were at Dominica, according to report of Capt. Wallace, whose arrival in Charleston, S. C., on April 18th, is noted in the *Aurora* of May 1st, 1799.

On April 8th, 1799, Capt. Barry was at Bridgetown in the Barbadoes Island. For that place young Barry, as Captain of the schooner *Barbadoes*, had, on Oct. 2d, 1766, sailed from Philadelphia for the first time.

Since then Barry had made effective war on England's ships and commerce. In 1799, he was, as Commodore of the whole Navy of the United States, again at the Barbadoes, not only as the protector of American commerce from the depredations of the privateers and war vessels of France, his country's powerful ally in the war for the Independence of America, but he was now the protector also of British commerce from the assaults of his old ally, as is evidenced from the esteem in which he was held as expressed by the Bridgetown [Barbadoes] paper's avowal as it was reprinted in the *Aurora* of May 22d, 1799:

BRIDGETOWN, BARBADOES, April 9th, 1799.

The frigate *United States* came into Carlisle bay yesterday evening. Since our last accounts of this vessel she has captured a French privateer and recaptured an American vessel and an English schooner of 16 guns supposed to be worth at about 20,000*l.* sterling.

Whatever good fortune attends Comondore Barry will but increase the public esteem which he already possesses, as to see merit rewarded is the generous wish of every British bosom."

The reason for this "generous wish" is explained by the news in the *Aurora* of April 1st, 1799. It contained this "extract of a letter from an officer on board the *United States*," dated off St. Pierre, 27th February: "Yesterday we saw two sail to windward, which proved to be the French privateer *Democrat* and her prize *Cicero*, British Letter of Marque, captured after a severe action, in which seven-eighths of her crew were killed or wounded. This ship we retook, but night coming on we lost sight of the privateer, which one more hour of day-light would have secured to us. The *Cicero* carries twenty 9 pounders and 50 men."

Concerning the recapture of the *Cicero* it appears that she

was of 450 tons and 50 men. Her Captain and three of her crew were killed and 26 wounded. She had been in possession of the French 36 hours prior to the *United States* releasing her. During that time no aid had been given to the wounded. The thirty Frenchmen in charge of the *Cicero* were taken on board the *United States*.

Commodore Barry sent a flag of truce to Guadaloupe to exchange prisoners. There were no American prisoners there. But Barry "tho't it better to leave the Frenchmen there and take a receipt for them than to keep the men on board long enough to eat more than they were worth." Desfourneaux the Governor of Guadaloupe, a General of a Division of the Army of the French Republic, sent his secretary on board the *United States* and assured the Commodore that Americans were not made prisoners—that the trade was open to them and advised the returning the *Insurgente*, as he feared it might be the cause of a war between the two nations than which nothing could be more disagreeable to him." (Letter from "a gentlemen of the frigate *United States*" in *Aurora* and *Philadelphia Gazette*, April 18th, 1799.)

Deschamps, Agent of Desfourneaux, addressed Captain Barry saying that Captain Gabriel Elster, Commander of the Navy, intended to release twenty-one American sailors. He had authorized their embarkation. Only those who desired to remain would do so. By the European papers he had learned with satisfaction that a treaty had been arranged between "Your Country and our France," "and that both countries would enjoy the advantage of peace."

Captain Elster sent Captain Barry a list of the twenty-one Americans belonging to the ship *Barber* who had been given permission to depart. They were James Laer, Joseph Parkins, Thomas Vitkins, William Terey, John Levis Stocon, Richard Henry, Letterburn, Isaac Bleek, John David, Samuel Tarloo, Joseph Becker, Emery Manwke, Thomas Guelson, James Retarson, Hebenis Warnene, John Adams, John Lay Cosk, Edward Ryan, John Welsh, John Cooper, James Meedanen, Den Gowdein. The names are given as best can be deciphered from the original



manuscript list. Those released were embarked on a Danish vessel for Santa Cruz.

Commodore Barry seems to have claimed that other Americans than those released were held captives. To this Deschamps replied in a letter written in English quaintly expressed.

It is herewith given from the original manuscript.

BASSETTERRE 28th Germinal 7th year of the French Republic.  
To his Excellency Commander Barry commander of the frigate the United States.

SIR:—I am wonder that you doubt he who got the confidence of the agent the Executive Directory in absence would tell you a thing for another to the name of the agent. There is no american left here Except those who mind to stay.

The said is true and if your Excellency was on the Spot he will convince himself of that truth. We dont consider us in a state of war with your government therefore we do not look upon the crews of your vessels carried here by our privateers as prisoners of war and they give them liberty to go away when they please, particularly since the last accounts which are came from Europe as you might have seen by the letter I wrote you by your Lieutenant we have thought that manner easy of treating them should have suit your government as well as the citizens of the United States. If your vessels carried here by our privateers are as judged truly Americans condemned it is only provisionly and to be restored to the owners or their value when the arrangement between the two government will be determined therefore we do not detain the men. The man who had order to receive the french prisoners you offer to put ashore has told me that you have told him it was you they ought (?) to send the Americans taken by our privateers but you have let it known they must act so severely with I tell you again we do not look upon ourselves in a Real State of war with you and we do not think they must have Cartels of exchange between your Seamen and ours—

The last Americans who are really gone from here have asked me premission to do it as an act of humanity by doing did not expect that a Superior officer such you of the same

nation would blame such a conduct it is a conduct if it was proceeded from you we would be very grateful to you if I could have imagined that any such conduct would not have pleased I would not have ventured me to do it—you are master to finish or not the conduct you have begun—by your offers to deliver the French prisoners you have got on board as for me all can promise you in the future I should be so easy to send the Americans away and they should wait untill you send a Cartel for them if our privateers carried them here. I repeat again and again there is no Americans here only those who wish to stay and to prove you what I tell you above the Capt John Davis of the Schooner the Monkey would not wish till now to depart from this place came to me three days ago to ask me a Congee to depart from this island I have gave him immediately.

I have the honor to be very respectfully of your Excellency most humble & obedient Servant DESCHAMPS.

N. B. Herewith inclosed I send you a new paper by which you will see the desposition of the agent the Executive Directory respecting your vessels."

The *Insurgente* was a French vessel captured by Captain Truxtun of the *Constellation*. She was brought to Philadelphia—refitted and given to the command of Captain Murray. Being sent southward, she was wrecked on the Florida Shoals. [Shaw's *Narrative*, p. 9].

Desfourneaux had, early in February, released the *Retaliation*, although it had formerly been a French vessel captured, refitted, armed and sent to cruise against the French; but being recaptured was taken into Guadaloupe. He released the Captain and crew. The *Retaliation* arrived at Philadelphia February 12th, 1799. "Within an hour after its arrival," wrote Jefferson to Edmund Pendleton, "the Senate passed a retaliation bill," as the release was considered not "as evidence of the sincerity of the French towards a reconciliation," but as an exchange of prisoners. [Writings of Jefferson, vol. vii.]

The *Aurora*, of April 19th, announced that despatches had

been received at the Naval Office from Commodores Barry, Truxtun and Nicholson, but they contained nothing of an interesting nature.

Perhaps an anti-Federalist paper like the *Aurora* did not deem the publication of the record of the national vessels as "interesting." These vessels were making war on their dear friends, the Republicans of France, instead of on England, to whose welfare it was charged our government authorities were too attentive. But even the Democratic-Republicans of the United States had to concede that the national vessels were nobly sustaining American authority, though at times protecting that of Great Britain and not punishing her acts of depredation on our commerce.

The following "dialogue," from the *Norfolk Herald*, was republished by the *Aurora* of April 24th, 1799:

Q.—"What think you of our infant navy?"

A.—*Most highly, Sir, I think, God save ye.*

Q.—You read the papers like your betters,

*What think you of our naval letters?*

A.—Sir, I'd evade reply most gladly

*We fight'd——d well and write d——d badly.*

Q.—Your remedy? (the fact's confest)

A.—Print your log books—burn the rest."

It would have been well had the log-books been printed so as to trace more accurately the operating of the fleet while in active service prior to the issuing of orders for its recall as given in the following order of April 15, 1799, to Captain Barry, by the Navy Department :

SIR:—Presuming from the contents of your letter of the 16th of March that this will not find you in the West Indies, I shall only observe in the event of your receiving it there that I approve of your returning to the River Delaware with the *United States*, with all possible expedition, sacrificing, however, no opportunity which may offer to protect our trade or to annoy the French armed vessels on your passage, and that all the vessels under your command, the *Constitution* and the *George Washington* excepted, which are to return

agreeably to my letter of the 15th of March, are to remain in the West Indies under the command of Captain Truxtun.

*The United States* returned to Philadelphia, arriving at night at Reedy Island on Thursday May 9th, 1799, and "was to proceed up to New Castle."

The *Aurora*, of 11th, reported that "but one death had occurred during the three months."

On May 5th, 1799 Miss Craig sent with "Love to Mrs Barry" a song entitled: "I am Here or There a Jolly Dog." It was sung by Miss Arnold in the opera "*The Rival Soldiers*." This verse related to Barry.

"When gallant BARRY comes aboard  
By all Columbia's sons adored  
From him I sometimes pass the word  
Tho' I'm a humble Midshipman."



## CHAPTER XXXII.

ORDERS GIVEN BARRY.—HIS FLEET ORDERED TO PROTECT  
 COMMERCE—AN UNWORTHY MIDSHIPMAN.—BARRY RE-  
 TURNS TO NEWPORT—NO CAPTURES—TAKES  
 THE SPECIAL MINISTERS TO FRANCE—"YOU  
 ARE NOT TO CAPTURE ANYTHING."

These are the orders to Captain Barry while at Philadelphia.

On May 13th:—I think it would be best for you to discharge as many of your men as can be spared from the necessary services on board, whose times expire in this month or next. The sooner they are discharged and have an opportunity of spending their money the sooner they will enter for another year.

Every arrangement ought to be made as quietly as possible for getting the ship in order for service and for getting a new crew. As soon as I know what will be wanted I will take effectual steps to prevent any delay on my part. [Barnes]

On May 15th:—I beg that you will examine the returns made by the different officers of your ship; and strike out those articles not necessary and sign the returns of what are necessary.

No return ought ever to be made by an officer of articles wanted for the ship without the approbation and the signature of the Commander. The Public have no other check but the knowledge and attention of the Captain, and he should therefore be as particular and as attentive to things of this kind as if the articles were to be furnished from his own funds.

Two anchors I observe are required of 51 cwt each. Surely these can not be necessary. If they are, from what casualty does it arise?

On May 20th:—It is indispensable that every officer on board of your ship to whom stores are entrusted should keep a regular account of the quality he receives, when and how issued or expended, and previous to apply for new supplies, he must furnish

copies of the statements to be lodged in this office, together with lists of the quantity of each article remaining unexpended. You will be pleased therefore to direct the Purser, Gunner, Boatswain, Carpenter, and other officers having the care of stores to make these returns accordingly.

You will without delay instruct such of your officers as may appear best calculated for the purpose to open rendezvous for recruiting a crew for the United States.

You are allowed, besides officers of Marines and 44 privates which will be supplied you by the Major of the Marine Corps, and your commissioned and petty officers, the latter of which you will appoint, not exceeding 300 men and boys exclusive of marines. Of this number you will recruit not exceeding 175 able seamen. It is our best policy to create seamen; therefore you will take as large a proportion of boys as can be found useful on board. If you increase the number of ordinary seamen and boys you will consequently lessen the number of able seamen and I think it will be found for the good of the service if you do so. You will allow able seamen 17 dollars per month, ordinary seamen and boys from 5 to 14 dollars, according to merit, all to be entered to serve one year, to commence from the ships first weighing anchor on a cruise. You will be careful not to enlist any but sound and healthy persons and that no indirect or forcible means be used to induce them to enter into the service. No negroes or mulattoes are to be admitted and as far as you can judge you will exclude all of a suspicious character. Avoid any advance of money if possible until the men are got on board but should you find it impracticable to secure them on these terms you may gratify them. In this case you will take care to obtain sufficient security to resort to in the event of desertion and you will allow two months advance only.

You will have a regular account kept of the names and station of each recruit, together with a description of his person and his usual place of residence, so that he may be identified at any future period. Every man entered must take an oath agreeably to the form you will receive herewith.

Enclosed is the form of the shipping paper wherein the name and station and pay of each person on board must be entered.

It will be necessary to avoid confusion that this business be executed with the utmost exactness.

A form of the bond to be signed by the securities for the seamen, etc., you will also receive and particular care must be taken that the sureties are persons of good and responsible characters before they are accepted.

Mr. Wadsworth to supply the monies for recruiting to the recruiting officers who must settle their accounts with you. They will be allowed besides their pay and rations two dollars for each recruit, in full for every expense for attesting, ribbon, punch, etc., in short every expense but that of provisioning the men enlisted at a distant port, and in such cases the unavoidable expense for their conveyance to the ship; but they must observe the utmost economy; for extravagant charges for those expenditures will not be allowed, and no charge will be allowed without a proper voucher to support it."

John Espy, Philadelphia, May 21st, 1799, wrote Barry for a situation: "I have been in Dublin a waiter first and secondly a barkeeper in some of the best taverns. Such a capacity you can infer that I can fill any situation tendered."

Captain James Barron at Norfolk, Va., thus addressed Commodore Barry, on May 27th, 1799:

"I shall leave this on Sunday for Philadelphia and shall (barring accident) be with you on Thursday following.

Commodore Truxton has been received in this place with every mark of Respect and attention, for Particulars let me refer you to the news papers of this town, all your old friends here wish much to see you. Pleased at the Prospect of seeing the *United States* in Hampton Roads in all July; the bowsprit will be attended to but the ammunition are wanted."

Barron had not arrived on Sunday as he had hoped. So that day Captain Barry wrote to him, in care of Wm. Pinnock, Esq., at Norfolk, Va., as follows:

Philadelphia June 2d 1799.

DEAR SIR:—Necessity obliges me to request your return to Philadelphia as soon as you can with convenience to yourself.

I am sure you will excuse this early call when I inform you that the President wrote to Mr. Stoddert and urged him to send us as soon as possible to protect our defenceless coast.

Muldowney has got the command of the *Montezuma Banner*. He is in Maryland settling his father's estate who is dead and left his affairs in a deranged state. I leave it to yourself how much I stand in need of you. The merchants here are giving \$35 per month to seamen. They pick up some of ours and I am very apprehensive I shall be obliged to send an officer to New York for men. I had thought of trying to get a few men in Norfolk. When I mentioned it to the Secretary he objected to it as there was so many vessels to be fitted out there.

However, don't forget a sailing master. Give my compliments to Messrs. Pinnock & Myers and tell them the want of time is the sole reason I have not wrote them but I hope to have the pleasure of seeing them in eight or nine weeks. The order for the bowsprit will be sent in a few days. Be pleased to make my best compliments to Mrs. Barron and tell her it will not be long before you see [her] again. I expect your commission will be here from the President, which you will [receive?] on your arrival here,

[Roberts]

Lieutenant Charles Stewart, in charge of the frigate while the Commodore was in Philadelphia, thus reported to him on June 8th, 1799:

"As you directed I send you an account of the state of the Ship, and men, I mustered them this morning and find all to be on board in as good health as might be expected—I have sent you regularly every two or three days a list of the men as they were on board, but I suppose they have been miscarried and if you choose I will send you a list of the whole on board next Monday—The Caulker'd and lumber'd situation of the ship's decks keeps her rather dirtyer than I could wish but it is impossible for it to be much better until they are done with us which will be about the middle of next week. The water is all filled and we are waiting for wood to stow the hold—I received the iron ballast and are now stowing it away about the



the midships—all the riggin has been overhauled and put in good order except the lower riggin which you sent word we might let stand and not take it off the mast heads but we will overhaul it and sarve (?) it anew in the wake of the futtock-staff's which is the only place it wants much done to it—Edward Ter-ril I send up who you said might come.

The number of men and boys on board is about one hundred & sixty exclusive of the marines—I have the Honor to remain with sentiments of great Respect & Esteem'' [Roberts.]

Hon. Jonathan Dayton, of New Jersey, who on May 16th, 1797, was elected Speaker of the U. S. House of Representatives, wrote Barry from Elizabethtown, June 14th, 1799:

"When I wrote to enquire whether you could admit two young gentlemen of this town as Midshipmen on board of your frigate, I had particular reference to Mr. Smith & Mr. Crane, one of whom has already joined you, & the other will repair to Philadelphia for the purpose on Monday.

Mr. George Williamson son of Lawyer Matth's Williamson of this place, & my nephew, lately appointed Midshipman, has expressed a strong desire to serve under you, & requested me to interest myself in obtaining from you permission to enter on board your ship. Under the hope that you will receive him, he goes to Philadelphia, & I take the liberty of introducing him to your acquaintance, & of recommending him to your particular attention & civilities." [Roberts.]

On October 19th the Midshipmen on the *United States* off Newport, R. I., sent a memorial to Commodore Barry charging Samuel O. Smith, whom the Mr. Dayton had recommended, with being a Thief, Coward and Liar. The memorial was signed by James R. Caldwell, Charles Ludlow, Jacob Jones, John Trippe Jr. and six others.

Commodore Barry's letter to Mr. Dayton tells the result:

NEWPORT HARBOR, Oct. 20th, "99.

I am sorry to inform you, that Mr. Samuel Owen Smith whom you recommended as a Midshipman on Board the Frigate *United*

*States*, has, since he joined that Frigate behaved himself in many instances, in a manner very unbecoming a Gentlemen—Some of the charges you have herewith inclosed, and as I conceive it an indispensable duty to prevent every person of bad conduct from getting in the infant Navy of the United States, I have taken the liberty, at his own request, of discharging him from said Frigate—Your nephew Mr. Williamson is a very good young man, but has been too tenderly brought up to follow a sea-life; I think his father had better seek some other mode of life for him.

On July 8th, 1798, an Act was passed by Congress dissolving the Treaty made with France twenty years before during the dark days of the Revolution, when Washington's army at Valley Forge was in deep distress.

The French privateers, renewing their activity along our Southern Atlantic coast, Captain Barry was ordered thence to give needed protection; for the French were audacious in their assaults on our merchantmen, even entering our harbors—like at Charleston—and capturing our unprotected vessels, making a foundation for the French Spoliation Claims, allowed to our Government by France, but as yet, paid to the but a few of the descendants of the sufferers by our own government.

However, the authorities were vigilant and active with the naval force at their command, even designing incursions along the coast of France and Spain to intercept French vessels.

The annexed orders to Commodore Barry testify to the determination of our government to afford that protection our country was capable of.

On June 17th, 1799: The French privateers have renewed their depredations on our commerce and the public mind has become very uneasy that the Frigate *United States* is not now in a condition to afford it protection. Let me therefore urge you to hasten your departure. If anything on my part is necessary to accelerate it, inform me, and it shall instantly be done. I hope you will be able to sail in the course of this week.

On June 20th: I have the honor to enclose commissions for Edward Meade, Richard Somers, Stephen Decatur Jr., to be Lieutenants in the Navy; and warrants for James Dick, William In-

gram, William Neilson, Joseph B. Hennery, William Brow, James P. Hunt, to be Midshipmen in the Navy their pay to commence from this date.

Oaths are enclosed for the above midshipmen which they will take and return to this office.

On June 27th the Navy Department wrote Commodore Barry:

I must entreat that you be prepared to sail on Sunday next. I shall have your instructions ready by that day.

On the 29th: The Frigate *United States* under your command now being ready for sea you will proceed, cruising at a convenient distance along the coast, to Charleston, where you will remain just long enough to let the citizens of that place know that you are in their vicinity and to discharge the artillery company you take on board, and thence proceed further south, indeed as far as the river St Mary's if you find you have time to get back to Hampton Roads about the 15th or at least the 18th of July. If you should find yourself pressed for time you will in that case so direct your cruise as to admit of your being at Hampton Roads about the time mentioned, when I expect Captain Talbot in the *Constitution* will join you there. There will be a bowsprit prepared for you at Norfolk and immediately upon your arrival at Hampton it will be necessary for you to order William Pennock, Esq., Naval Agent, to send it down to you, together with anything else you may find yourself in need of for a cruise of four months. You shall receive at Hampton Roads your further destination; these instructions shall get to your hands between the 15th and 20th of July, and it will be necessary that you have everything in order to proceed to sea as soon after you receive them as possible."

On July 27th: It was intended that during the Hurricane season in the West Indies the *United States* and the *Constitution* should be employed on the coast of France and Spain, but the season is so much advanced that this idea must be given up, it being indispensable that those vessels should be in the West Indies as soon as they can operate there with less danger from the elements than from the enemy, which I presume will be about the middle of October.

Hurricanes have been known in the West Indies later than

the middle of October, but rarely, and we must disregard problematic dangers.

Captain Truxtun, in the *Constellation*, with one or two smaller vessels being thought quite sufficient to guard our own coast for the present, it is the President's command that, taking the *Constitution*, Captain Talbot with you, you proceed on a cruise to the Western Isles, to Madeira and Teneriffe and thence returning by Cayenne, Surinam and the Windward Islands, that you endeavor to fall in with the Commanding Officer of our vessels on the Guadaloupe Station about the middle of October, with whom it is probable that I shall by that time have lodged letters for your future government.

If this should not be the case both Frigates will then proceed to Saint Domingo and enter the port of Cape Francois that they may be seen by General Touissant, with whom and the people of the Island it is desirable that you endeavor to cultivate a good understanding.

Should you find no letters from me lodged with Doctor Heyery, *Steuben?* the American Consul or Nathan Levy, Esq., the Navy Agent at that place, you will, after remaining two or three days in port, return with the United States to New York, leaving Captain Talbot in the *Constitution* at Saint Domingo to take the command of that station.

If you find you cannot accomplish the cruise to Madeira and Teneriffe, as well as the Western Isles so as to admit of your returning by Cayenne and Surinam to the vicinity of Guadaloupe by the 15th of October, you will in that case proceed no further than the Western Isles, it being of importance that you should come by Cayenne and Surinam and that you should reach the vicinity of Guadaloupe by the middle of October and Saint Domingo in the week afterwards, if no unforeseen circumstances should render it necessary for you to remain at Guadaloupe.

That our merchant vessels are entitled to the utmost protection our public ships can give them is a thing so well known that it cannot be necessary for me to point your attention on this cruise particularly to that subject.

You will at all times render all the service in your power to

our commerce the protection of which is the great object of our Naval Armament.

On the same day July 27th: The season has so far advanced that the projected enterprise to Europe must be given up.

Captain Talbot has orders to proceed to Cayenne and after operating there a little while out of danger from the hurricanes he is to take his station about the 10th of October at Saint Domingo and I can devise no better employment for the *United States* for the present than to remain on our coast for our protection at home. The *Constellation* will be employed the same way and the brig *Richmond* is now on a cruise to the southward; but there is no necessity for any two of these vessels to operate together; indeed it is best that they should not as by being dispersed there will be a better chance of meeting with anything that they may venture on our coast.

You will please therefore proceed from Hampton with the *United States* southward as far as Saint Mary's river and thence back along the coast standing off and on to give yourself the best chance of falling in with enemy vessels until about the 10th of September, when you will put into New York giving me instant notice of your arrival and the state of your ship, provided you can safely pass the bar which I believe you can do.

If you cannot you must put into the harbor of Newport.

While you are on the southern coast it will be proper to shew yourself to the citizens as often as convenient that they may know they have protection.

Captain Truxtun will in a day or two bend his course eastward from whence he will also proceed to the south."

Captain Barry made a six weeks' cruise, but nothing has been found recording any encounter with the French.

On his arrival at Newport he designed going to Philadelphia, but would not do so owing to the perilousness of the times without permission.

President Adams, on August 9th, 1799, wrote from Quincy, Mass., to Secretary of the Navy Stoddert: "I now request of you that Barry and Talbot may be separated. I have reasons for this which it is not necessary to detail. Not from any misunderstanding or dislike between them that I know of or suspect

but it is best the frigates should have separate stations." (*Works*, ix, p. 12).

The President had the highest opinion of Captain Talbot, declaring in a letter to Secretary of the Navy Stoddert, 23d July, 1799, that "Talbot will not suffer by comparison with any naval officer in the service."

Doubtless it was this that caused him to order that Talbot should have a "separate station," so that he might be freer in command than when subject to the orders of the Commodore of the fleet, Captain Barry.

The Navy Department, on 20th September, 1799, informed Captain John Barry:

"I am honored with your letter of the 12th and should have been very glad if you had come on at once to the seat of government without waiting to hear from me.

It would be a fortnight from your arrival before you could leave Newport waiting for this letter; it would take you another fortnight to travel to and from Philadelphia and I suppose you would wish to be at home at least a week.

This would cause the ship to be delayed nearly or quite six weeks in the harbour of Newport, a circumstance which would reflect on you, on me, and would justly excite great clamor in the country.

You must therefore, I believe, content yourself without seeing Mrs. Barry for the present, but I expect to hear from the President in a day or two on the subject of your destination and it may turn out that you can be permitted to come on without delaying the ship and if it should so turn out you shall have the earliest possible notice thereof. But in the meantime it will be proper that you take in without delay such provisions, stores, etc., etc., as you stand in need of that you may be ready in a moment to proceed to sea, for if your destination be the West Indies you ought to sail early in October."

That Mrs. Barry was "in eager expectation" of a visit is shown by this letter now in the New York Public Library. Lenox Branch. Ford Coll: It is dated October 1st, 1799.

"The hope, fear and anxiety that have alternately taken place in my mind for this some days is past recital suffice it to say I

am unhappy since yours of the 12th and which by the by I did not receive until the 21st have not had a line from you, my expectations flattered me further I did not doubt of seeing you before I could even open the letter—to what my sweet life must I attribute it, I have been lead into an error in not writing you from these circumstances, the only consolation left me is that perhaps Mr. Stoddert has ordered you out upon a short cruise and next that your letters have miscarried. If you are prevented by sickness do my sweet life let me know as quick as possible. I am ready to fly I am upon the rake—Oh so my life relieve me as quick as possible. We are all well the family best respects and love to my beloved husband time will not at present admit of further but believe in the meantime to be your truly affectionate and most distressed wife S. BARRY.

On October 1st the Secretary of the Navy Department, wrote:

"I am honored with your letter of the 24th ultimo, by which I perceive that mine of the 20th had not then reached you. The reasons then assigned for desiring you to continue at Newport and not subject the ship to the delay which must unavoidably attend a journey to Philadelphia will I am sure be satisfactory to yourself. I will however observe in addition that your distinguished station at the head of our Navy attracts the attention of all our officers who observe your proceedings and will in some measure form themselves by your example. Should your ship continue in port waiting for nothing but her commander the other officers would expect and ever consider themselves to similar privileges. It is for these reasons that I am so anxious that you should set them an example of activity and enterprise.

In my last letter I informed you that it might still so happen that you might come on without any detention to the ship. I then had in view the particular desire of the President that you should carry our ministers to France if they go.

He has not however yet determined whether you are to be thus employed or not—from present appearances I think that you will not—you will however wait and hold yourself in readiness to proceed, either to Europe or the West Indies, at the shortest notice. I expect you may hear your destination in the course of the present week."

Anchors were ordered from New York and Boston on the 27th September. The names of the officers of the Navy with their relative rank will be sent you with my next communication."

On October 16th, 1799, this important order came from the Navy Department:

"The President has decided that the *United States* shall carry our envoys to Europe. You will be pleased to hold yourself in readiness to perform that service by the 1st of November at farthest.

Everything must be ready to sail on the arrival of the Ministers. On the 18th he was notified:

"I have written to Messrs. Gibbs and Channing to lay in sea stores for the Ministers and their suite, which will consist of two secretaries and two servants. I have to request that you will be pleased to consult with Messrs. Gibbs and Channing and determine the quantity of stores necessary.

It is intended that they should be liberally but not profusely supplied with the best provisions for the voyage.

It is the wish of Messrs. Gibbs and Channing that the son of Mr. Gibbs should take passage with the Ministers, to which I have no objections if agreeable to you and the Ministers, but do in this as you please. The Ministers will be with you on or before the 1st of November."

President Adams at Trenton, N. J., on account of the yellow fever at Philadelphia, on October 19th, 1799, wrote to Timothy Pickering, Secretary of State, directing him to send instructions to O. Ellsworth, Chief Justice U. S., W. R. Davis, Ex-Governor of N. C., and W. Vans. Murray, U. S. Minister at the Hague, "as envoys extraordinary to the French Republic, expressing with the affectionate respects to the President, his desire that they would take their passage for France on board the frigate the *United States*, Capt. Barry, now lying at Rhode Island, by November 1st or sooner, if consistent with their conveniences. Capt., Barry will have orders to land them in any part of France which they may prefer, and to touch at any other ports they may desire,"

Their visit to France he declared to be "at one of the most



critical, important and interesting movements that ever occurred."

The same day he wrote to the Secretary of the Navy Stoddert "to transmit orders to Capt. Barry to receive on board his frigate and convey to France and such other port of France as they may desire, our envoys to the French Republic, with directions to touch at any other ports of France as they may point out and to sail by the 1st of November, or sooner if consistent with their convenience. I need say nothing of the respect to be paid, or the honors to be done, to these great characters."

On October 21st: It is the command of the President that you receive on board the Frigate United States, Messrs. Ellsworth and Davis, our envoys to the French Republic and their suite and sail by the first of November, or sooner if consistent with their convenience for any port of France which they may point out, touching on the voyage wherever they shall express an inclination to land.

Your ship drawing too much water for Havre de Grace, L'Orient will, I presume, be the most eligible port for the Ministers to disembark at.

After landing them you will wait in port for their dispatches from Paris and then depart for the United States and as it will probably be February before you return you had perhaps better proceed to Newport. You will however be governed on this subject by circumstances, but as there will be great anxiety to know the reception and prospects of our Ministers in France you will immediately on your arrival at any port in the United States either come on yourself to Philadelphia with their dispatches or send them by a careful officer.

The President is too well assured of the high sense you entertain of the high respect and attention due to the distinguished characters who take passage with you, to enjoin the observance of them on the passage. As you will sail to France and return as a Flag, it will not be in your power to capture anything on the voyage. This is a mortification to which it is necessary that you should submit. I hope to salute you an Admiral on your arrival at Philadelphia.

On October 22d: This will be delivered by General Davis,

one of our Ministers to the French Republic, who is to take his passage in the United States.

Having already communicated to you the President's wishes as to the respect to be paid to these distinguished characters, and knowing your own politeness and urbanity, I will not now add on the subject. "

Commodore Barry performed the duty assigned to him and landed the Envoys in France. Then he returned to the United States.

The Commissioners were instructed "to inform the French Ministers that the United States expected from France as an indispensable condition of the treaty, a stipulation to make the citizens of the United States a just compensation for all losses and damages which they shall have sustained by reason of irregular or illegal captures or condemnation of their vessels or other property under color of authority or orders from the French Republic or Agents.

The Instructions to these Commissioners also were to bring about the abrogation of the privileges of our ports secured France by the Treaty of February, 1778. For this a subsidy of five millions of francs or an annual payment of four hundred thousand francs was offered or to extinguish the guarantee for ten million francs, payment to be deducted from the claims of Americans against France.

These claims were computed to be the loss of over one thousand vessels and cargoes valued at over fifteen millions of dollars

After long negotiations, which enter not into this history to narrate, a Treaty of Peace, Commerce and Navigation was agreed to on September 30th, 1800, with First Consul Bonaparte. It was ratified by the U. S. Senate on February 3d, 1801, by the French on July 31st, 1801, and proclaimed December 31st, 1801. On December 14th, 1799, Washington died,. On the 20th was issued to Commodore Barry this:

**GENERAL ORDER TO THE OFFICERS OF THE NAVY AND MARINE CORPS.**

The President with deep affliction announces to the Navy and the Marines the death of our beloved fellow citizen **GEORGE**

WASHINGTON, Commander of our Armies and the late President of the United States, but rendered more illustrious by his eminent virtues and a long series of the most important services than by the honors which his grateful country delighted to confer upon him.

Desirous that the Navy and Marines should express in common with every other description of American Citizens the high sense which all feel of the loss our country has sustained in the death of this good and great man, the President directs that the vessels of the Navy in our own and foreign ports be put in mourning for one week by wearing their colors at half mast high and that the officers of the Navy and Marines wear crape on the left arm below the elbow for six months.

Navy Department, 20th December, 1799.

Signed, BEN STODDERT.



## CHAPTER XXXIII.

CHAPLAIN OR TEACHER.—CRUISE IN THE WEST INDIES OF  
THE FLEET UNDER BARRY AS COMMANDER-IN-CHIEF.  
TREATY WITH FRANCE.—PRESIDENCY OF THOMAS  
JEFFERSON.—REDUCTION OF THE NAVY—  
FLEET RECALLED.—BARRY ONE OF  
NINE CAPTAINS RETAINED.

Samuel Chandler, Philadelphia, April 21st, 1800, applied to Captain Barry for a situation as Chaplain and Teacher. He wrote:—Brought up in the Church of England I often visit the Catholic Church and am always pleased with the devout and becoming attention observed in them. I consider the different forms of religion only so many different roads to the same final happy home." He added that if he could not be Chaplain he would accept of Teacher.

No trace of an Episcopalian minister of that name appears in the records of that Church at this time. The applicant was, no doubt, a layman willing to be prayerful.

On April 21st, 1800, Secretary Stoddert directed Captain Barry to order a Court Martial for the trial of James Vounge and Staty Parcely, of the *Norfolk*, for "desertion and entering on board a French privateer."

Lieutenant Muldowney was promoted the commander *Ganges* about this time and thirty-five of the seamen of the *United States* transferred. The number on Roll of Barry's vessel on May 20th 1798, reported 92 officers and seamen present. [Pa His Soc.]

On July 16 Lieut. Charles Stewart was given command of the Schooner *Experiment*. Secretary Stoddert hoped this would be satisfactory to Captain Barry who replied; "I hope he will be more active than he was."

History shows Stewart filled every hope Barry could have had for his career. At this time the *United States* was in such

a bad condition that Barry wrote the Secretary "she will not be out of the carpenter's hands until October."

On December 6th, 1800, the Secretary of Navy directed Barry to proceed to St. Kitts and assume the command of your squadron on the Guadeloupe station, taking under your convoy any merchant vessels ready to proceed for the Windward Islands, you have to protect our commerce to all the Islands and to guard our merchant vessels against depredations from Porto Rico as well as from Guadalope and other dependencies of France."

On 30th December Barry was notified: A treaty has been negotiated between the United States and the French Republic which is now before the Senate.

"Treat the armed vessels of France, public or private, exactly as you find they treat our trading vessels."

The Secretary of the Navy by report to Congress January 12th, 1801, informed that body that if an honorable treaty could be formed with France it would be good economy to sell the public vessels except the thirteen frigates—which included the *United States*. He reported that ground for Navy yards had been bought at Portsmouth, N. H., Charlestown, Philadelphia and Norfolk.

This was an acceptance of the proposition of Commodore Barry in 1798.

The *Columbian Sentinel*, of Boston, January 21st, 1801, gave a list of the French vessels captured since "the establishment of the Navy." The captures were 74 in number and the vessels recaptured exceeded 80. "Jaco[bines] what think ye of the Navy now?" it added, to the recital.

Captain Barry had served under Washington and Adams with honor to himself and to the advantage of his country.

The power of the Federalists was destroyed by the election of Thomas Jefferson to the Presidency who, "hitching his horse to the palisades" of the Capitol, was inaugurated on March 4th, 1801. Reform and retrenchment were the main policies of his administration, though those of his predecessor history has stamped as honest. With the measures against France, Jefferson's Republicans had had no sympathy. Their antip-

athy to Great Britain and their fury against Jay's Treaty were terrific.

Jefferson's retrenchment plans required a reduction of \$200,000 in the Navy expenditures, but the Barbary depredations interfered with the success of this endeavor to save. Congress stopped the building of 74-gun ships, ordered by the Federalistic Congress, although the timber had been collected. The appropriations for the improvement and increase of the Navy were reduced to a quarter million dollars. All unnecessary ships were ordered to be sold. The Navy was reduced to thirteen vessels. The expenditures of the government did not exceed five millions of dollars annually.

At the time of President Jefferson's inauguration Capt. Barry and his squadron were at sea. The new administration had scarcely entered into possession of governmental control before the recall of the fleet was determined upon and on March 23d, 1801, Barry was notified to give instructions to the squadron under his command to "call home all the ships in the West Indies. You are to make the best of your way to Philadelphia"

Barry obeyed, and at the end of April was in the Delaware River. On May 1st he was directed by the new Secretary of the Navy Dearborn to bring the *United States* to Washington, "where it is intended she shall be laid up."

Barry did so and on May 23d reported his arrival in the Potomac.

This day, May 23d, Mrs. Barry wrote the Captain, addressing him as "My Dear Life:"

"If you did but know, my dear life, how much I have suffered since you left me you would indeed pity me. The general opinion of our friends is that His excellency was not aware of the difficulties of getting the *United States* to Washington.

On June 6th, 1801, Commodore Barry received notice: "You have permission to retire to your place of residence and there remain until the government again requires your services."

Commodore Barry's command of the frigate *United States* was at an end. This first of our Navy, under the Constitution, was "laid up" at Washington.

With the *United States* our present Navy began. We have

seen how her building was of political import and how contending Parties battled over her purpose.

She served our country well in the war with France under Barry, in the War of 1812, and in subsequent duties, warlike or peaceful. At the beginning of the Civil war she was laid up "in ordinary" at Norfolk Navy Yard.

The Confederates sunk her to obstruct the channel to Norfolk. After the war she was raised.

Commodore Hitchcock, commanding at Norfolk, on December 15th, 1865, had reported to the Bureau of Construction that the *United States* could be docked and broken up in two weeks. On 18th the Chief of the Bureau, John Lenthall, ordered that to be done as expeditiously as possible. "You will have preserved as many sound floor timbers as you can and a piece of the keel, so that in building a new vessel, they may be incorporated therein. These pieces you will have marked and placed in a secure place."

All that can be seen of her now are two old guns on exhibition at the Naval Park at Portsmouth, Virginia. Commodore Hitchcock desired to preserve her saying:

"Vattel has a chapter on 'The glory of a nation.' This sentiment is one of the strongest incitements to patriotism and Vattel inculcates the duty of rulers to foster it. It is therefore more than a sickly fancy to rebuild her. I know that it may be said, probably with truth, that this old frigate is not worth the cost of her repairs. It may, if her value were only measured by dollars, be unwise to attempt her preservation, but ideas and sentiments cannot be judged by such a standard.

What is the use of being rich and great and powerful if we cannot afford to indulge becoming sentiments, and cherish the memory of the bright deeds of our history."

But she was broken up. The Commodore's sea service ended with this Notice:—

NAVY DEPARTMENT, June 11, 1861.

COMMODORE BARRY, Philadelphia.

The law providing for the peace establishment of the Navy, a copy of which I now enclose, directs the President to select from

the Captains nine gentlemen, from the Lieutenants 36, and from the midshipmen 150, to be retained in service. The duty is unpleasant where gentlemen are not retained. On the present occasion it is particularly pleasing to me to have the gratification of informing you that the President has been pleased to select you as one of those who are retained.

Your usual pay and rations will be allowed until the 30th day of June, including that day, from which time the law allows you half pay until called into actual service."

The Algerines were yet unruly and preying upon American commerce levying tribute upon the Nation. Even the Jefferson Administration, averse to naval increase and power, would yet not supinely bear the ravages which the Corsairs of the Mediterranean were committing.

Captain Thomas Tingley on 11th August, 1801, informed Commodore Barry that it was the intention to send a squadron to the Mediterranean of more force than the present—that he would add the frigate *United States* to the expedition. So he was getting the frigate in order. He desires to know "whether you determine to command her yourself or to surrender your old favorite to be enjoyed and commanded by another."

The expedition was not, however, considered "absolutely requisite." So Barry, in failing health, remained at Philadelphia.

He was engaged in November, 1801, in proving guns cast by Mr. Lane in the vicinity of Philadelphia, and in June, 1802, was directed to prove cannon at Colonel Hughes' works near Havre de Grace, Maryland, if his health permitted. It did not, as he informed the Secretary, on August 8th.

Captains Barry, Dale and Bainbridge were on August 19th constituted a Board to examine applicants for commissions in the Navy. This was the first examination system adopted and Ben Smith, a Midshipman, was examined for a Lieutenancy.

On Sunday, October 17th, Rev. Matthew Carr, O. S. A., baptised at St. Mary's, Isaac Austin Hayes, son of Patrick and Elizabeth Keen Hayes born August 21st. Commodore Barry was Sponsor. Isaac Austin Hayes died May 11th, 1840.

On November 24th the Secretary of the Navy presented

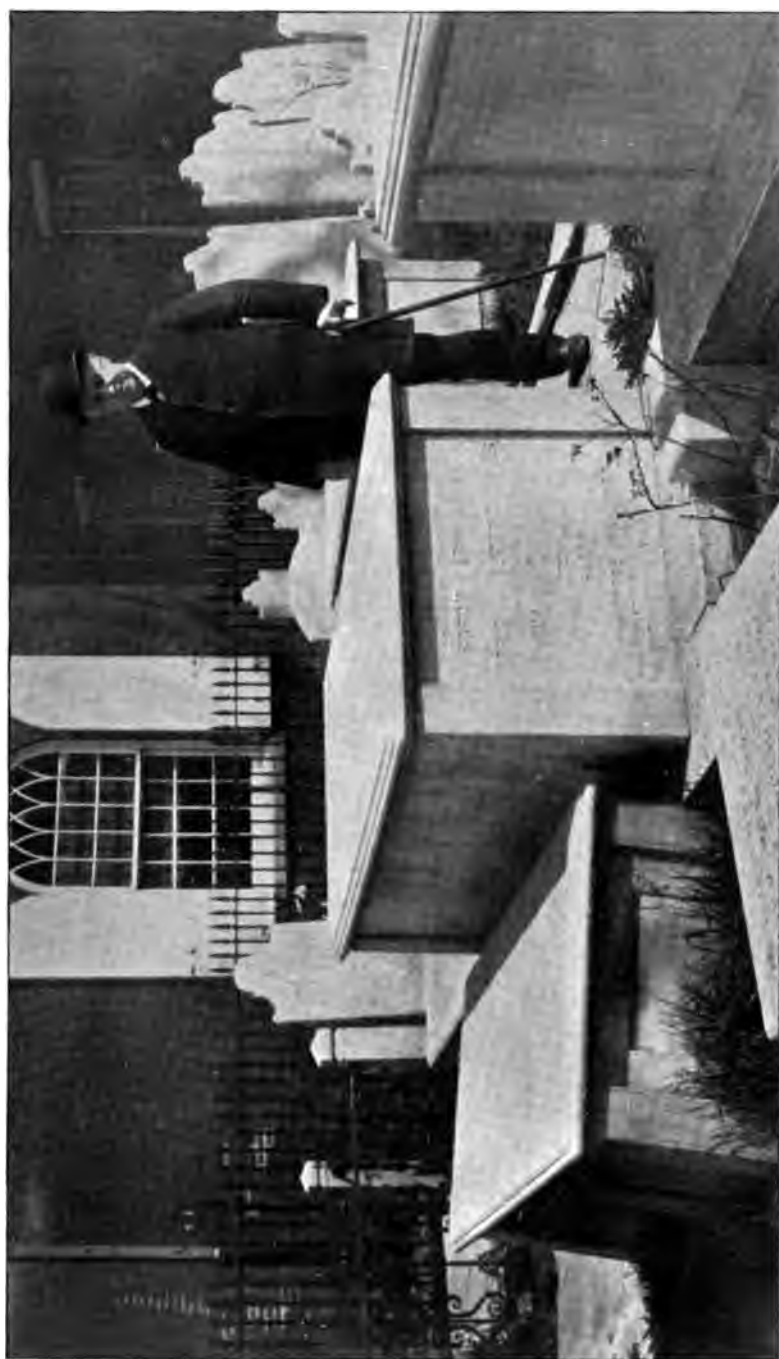


Commodore Barry with an impression of the golden medal presented to Captain Truxtun "by Congress for his gallantry and good conduct in the engagement with the French ship-of war" "La Vengeance" on March 1st, 1800"—"Considering you as the Senior officer of the Navy and entitled to the most respectful consideration I cannot resist the inclination I feel of presenting one to you," said the Secretary.

On December 22d, 1802, he wrote Commodore Barry: We shall have occasion to keep a small force in the Mediterranean, and upon the return of Commodore Morris we shall expect your services on that station. This information I consider it proper to give you at this time in order that when called upon you may be prepared to perform this duty without injury to your private affairs.

The Commodore was at this time in such a condition of health that his near possible death led to his making his will on the 27th of February, 1803.





THE TOMB OF COMMODORE JOHN BARRY



## CHAPTER XXXIV.

DEATH OF COMMODORE BARRY—HIS WILL—VALUE OF HIS  
ESTATE—THREE EPITAPHS—MONUMENT.

The ill health of Commodore Barry, as indicated by the official notices, incapacitated him from giving further attention to duties. During the Summer he occupied his country seat, Strawberry Hill. Most likely he died there, his body being brought to his city home, 186 Chestnut Street, below Tenth, south side, directly opposite the present Pennsylvania Mutual Insurance Company's building.

He died on September 13th, 1803.

*The Gazette* of that date announced:

"BARRY.—The friends of the late Commodore Barry are requested to attend his funeral, to-morrow morning at 10 o'clock, from his late dwelling, 186 Chestnut Street, between 9th and 10th."

"The members of the Cincinnati are particularly requested to attend the funeral of their deceased member, Commodore John Barry, from his late dwelling, 186 Chestnut Street."

According to the custom of the time Commodore Barry was buried the day after death. There is no account in the newspapers of the funeral. But the hour at which it was called indicates to Catholics that the interment took place after the celebration of Requiem Mass and, of course, at St. Mary's where the burial took place. His interment testifies to his death in the faith he had in life professed.

*The American Daily Advertiser* had the following notice:

"COMMODORE JOHN BARRY.—When the death of this gallant officer was announced, the numerous ornaments of his naval and domestic characters freshened in our recollection, and a blameless impulse was felt to pay his memory the homage of

our gratitude and sincere respect; a tribute which the generous will be proud to echo, and which the ingenious cannot disprove.

"It may be needless to observe that Captain Barry espoused with ardour the cause of Liberty in the year 1775, or to say with what constancy and attachment and boldness of enterprise he supported her interests during the war. All who have read the details of that glorious struggle, must be familiar with the name of Captain Barry, and view him a patriot of true integrity and undoubted bravery.

"His naval achievements would of themselves have reflected much honor on his memory, but those could not have endeared it to his fellow citizens had he wanted those gentle and amiable virtues which embellish the gentleman and ennoble the soldier. Nature, not less kind than fortune, gave him a heart which the carnage and devastation of war could not harden into cruelty; and the tenor of his naval career exhibits a proof that the art of commanding does not consist of supercilious haughtiness, tyrannous insult and wanton severity. In the pleasing view which his life presents, we contemplate a trait highly worthy of admiration as well for its intrinsic excellence as for its rare emergence in the bustle and distraction of war—a punctilious observance of the duties of his religion.

"In the scope of his character, then, we survey with pleasure a warm and steady friend, a firm patriot, a mild and humane commander, a valiant soldier and a good Christian beloved by numerous friends, honored by his co-patriots and respected by all who knew him."

#### WILL OF COMMODORE JOHN BARRY.

This is the testament and last will of me, John Barry Esq. of the Northern Liberties of the City of Philadelphia, in the State of Pennsylvania.

In the first place, I will and do order, that all my just debts and funeral expenses be paid as soon as conveniently may be after my decease.

Item, I give and bequeath to my Nephew Patrick Hayes, Mariner, and to his wife Elizabeth, the niece of my dear wife, one thousand Spanish milled dollars to be paid to them, or the

survivor of them, within six months after my decease, and to my said Nephew, I also give and bequeath all my wearing apparel together with my books and instruments of navigation or relating thereto.

Item, I give and bequeath to each of the children of the said Patrick Hayes and Elizabeth his wife, who shall be alive at the time of my death, a legacy of one hundred dollars, except their son John Barry Hayes, to whom I give and bequeath the sum of two hundred dollars, and I direct all said legacies to be paid within six months after my decease.

Item, I give to my brother-in-law William Austin, my silver hilted sword, as a token of my esteem for him.

Item, I give to my good friend Capt. Richard Dale, my gold hilted sword, as a token of my esteem for him.

Item, I give and bequeath my negro man James and my mulatto woman Jude to my beloved wife Sarah during her widowhood, or natural life, and at her marriage or death which ever may first happen, the said negro man and mulatto woman shall be free and my executors shall pay to each of them from the time of their becoming respectively free as aforesaid, for their support during life an annuity of twenty pounds lawful money of Pennsylvania in four equal quarterly payments in each year, during their respective lives.

Item, at or immediately after the death of my said negro man (if my said wife shall be then dead, but if she shall not then, when my said wife shall afterwards die,) I give the principal sum hereinafter mentioned from which annuity hereby bequeathed to my said negro man is to be raised to the Trustees of the Roman Catholic Society worshipping at the church of St. Mary in the City of Philadelphia for the use and benefit of the Poor School of said church.

Item, From and immediately after the death of my said mulatto woman whether she shall become free or not, I give and bequeath the principal sum from which the annuity hereby given to her is directed to be raised to Eleanor Howlin the daughter of my late sister Margaret, who lived in the County of Wexford in Ireland.

Item, For the punctual payment of the annuities aforesaid,

I order and direct my executors to provide a fund or funds in such manner as they may think proper, out of my estate real and personal sufficient to raise an income, interest and profit, adequate to pay and discharge the said annuities in manner aforesaid, and when the same shall cease and determine by the death or deaths of the said James and Jude or either of them, then to pay and apply the principal sum or sums in manner aforesaid.

Item, all the residue and remainder of my estate, real and personal, I give and bequeath to my dearly beloved wife Sarah Barry for and during the term of her natural life, and from and after her decease I give, devise and bequeath one moiety or equal half part thereof to my said nephew Patrick Hayes and to Elizabeth his wife, share and share alike as tenants in common and their several and respected heirs, executors, administrators and assigns forever and the other moiety or equal half part thereof, I give devise and bequeath from and after the death of my wife, to such person and persons and for such estate and estates and in such shares and proportions as she may think proper, direct and appoint, and for want of such direction and appointment then to the right heirs of my said wife, provided nevertheless that if my said wife shall marry again and leave any child or children, grand child or grand children, alive at the time of her death that then in such case the whole residue and remainder of my estate real and personal shall go to such child or children, grand child or grand children as aforesaid, as my said wife shall by her testament in writing or by any written instrument or instruments in nature thereof or otherwise, order or direct limit or approve. But it is nevertheless to be understood and I declare it to be my intent and meaning that my executors and the survivor or survivors of them shall as soon as conveniently can be done after my decease, dispose of and sell and convey absolutely and in fee simple as my said wife, shall by any instrument or instruments in writing or otherwise, order or direct and apply the monies arisen therefrom, in the order directed, in the first instant in the payment and securing the payment of my said debts and enumerated legacies. And in the next place that all the residue of the monies arising as

aforesaid shall be applied by my executors and the survivor or survivors of them in such way and manner as will in their judgment bring the most and best interest, income, and profit and pay and apply the same to and for the use and benefit of my said wife for and during her natural life and from and after her decease I do order and direct that the capital or principal residue and remainder thereof shall go and vest in the manner heretofore directed in case no such disposition sale or conveyance had been ordered or directed. Of this my testament and last will I constitute and appoint my wife Sarah my executrix and my nephew Patrick Hayes and my friend John Leamy, joint executors with her my wife, of this last will, and the survivor or survivors of them executors or excutor hereby revoking and annulling all other wills heretofore by me made and declaring this only to be my testament and last will.

Witness my hand and seal this 27th day of February in the year of our Lord, one thousand eight hundred and three.

*John Barry* (Seal)

Signed, sealed, published and declared by the testator John Barry as and for his testament and last will in the presence of John Brown, Reynold Keen, Richard Somers.

The witness John Brown was Commodore Barry's longtime friend and the secretary of the Board of Admiralty; Mr. Keen was a brother-in-law; Richard Somers was Lieutenant of the United States frigate. In September, 1805, in the Ketch Intrepid he and ten men were blown up in the harbor of Tripoli.

The personal estate, as mentioned, amounted to \$15,191, of which \$5000 was cash received on September 9, four days before his death, for his three story dwelling, 126 Spruce St., south side, below Fourth. Strawberry Hill was sold March 19, 1805, to John Towers, for \$12,500. So Commodore Barry's whole estate amounted to but \$27,691.

In the personal inventory a picture of THE PIOUS MOTHER was valued at \$8. It was the only picture mentioned and undoubt-



edly was that of the Blessed Virgin. His portrait by Gilbert Stuart and other personal possessions not being mentioned, most probably were presented to his nephew Captain Patrick Hayes before death.

The contingent bequest to St. Mary's Free School became operative on the death of his widow in 1831. The trustees of St. Mary's, on December 18, 1833, received \$900 from her estate. This was invested in Pennsylvania Rail Road Stock, which was sold in 1853 for \$1028.35, and used in the purchase of St. Mary's Academy, Sixth, below Spruce, which cost \$10,500.

#### BARRY'S FAITH.

The *Memoir of Commodore John Barry* in the *Metropolitan* of Baltimore, August, 1856, says: "Commodore Barry was through life a sincere Catholic and a devout and pious Christian; not contenting himself with the name of Catholic, he lived a life of practical obedience and strict observance of the duties of religion. Many noble and generous qualities combined to render his character one of singular symmetry and beauty. All who knew him loved and honored him."

The Editor of the *Metropolitan* in commending the Memoir, said: "It contains more than a moral—it contains lessons of practical instruction. From his example we learn the important lesson that the practice of our Christian duties is not incompatible with any station in life. But how little is the life of this great man known?" How few in those days of hostility to Catholics and foreigners are aware of the fact, that Commodore John Barry, the "father" of the American Navy, the man that first unfurled the American flag on the high seas, and contended successfully and triumphantly against the veteran tars of England, was himself an *Irishman* and a *Catholic*!

We have seen that at his death the *Advertiser* declared that even amid the "bustle and distraction of war" his "observance of the duties of his religion" was observable as a "pleasing view of his life."



John Barry

In the revolutionary war which established the ~~liberty~~ and independence of the United States, he bore an early and active part, as a <sup>in this navy</sup> Captain, and afterwards as <sup>commander of</sup> Commander in Chief of the ~~the~~ <sup>the</sup> ~~range of~~ <sup>range of</sup> freedom He fought often, and once bled in ~~his~~ <sup>his</sup> ~~service~~ <sup>service</sup>

The number, and objects of his Charities will be known, only at that time, when his dust shall be reanimated, and when he who sees in secret, shall reward openly.

on the 19<sup>th</sup> of September 1803 in the 59<sup>th</sup> year of his Age.

of his public, and private Virtues.

B. Rush

From Rush MSS., Ridgway Library

EPITAPH ON TOMB OF COMMODORE BARRY IN ST. MARY'S  
CEMETARY, PHILADELPHIA.

The first draft of an epitaph for the tomb of Commodore Barry was written by Dr. Benjamin Rush, a Signer of the Declaration of Independence. The original is among the Rush Papers in the Ridgway Branch of the Philadelphia Library Company. It reads:

Let the Patriot, the Soldier, and the Christian  
who visits these mansions of the dead  
view this monument with respect  
Beneath it are interred the remains of  
JOHN BARRY  
He was born in the County of Wexford, in Ireland  
But America was the object of his patriotism  
and the theatre of his usefulness  
In the Revolutionary War, which established the  
Independence of the United States  
he took an early and active part as a Captain in their  
Navy, and afterwards became Commander-in-Chief  
He fought often, and once bled in the Cause of Freedom  
His habits of war did not lessen his  
Virtues as a Man, nor his piety as a Christian  
He was gentle, kind and just in private life, and was not less  
beloved by his family and friends than by his  
Grateful Country  
The number and objects of his charities will be  
known only at that time when his dust  
shall be reanimated, and when He who sees in secret  
shall reward openly  
In the full belief of the doctrines of the Gospel  
he peacefully resigned his soul into the arms of his Redeemer  
on the 13th of September, 1803  
in the 59th year of his age  
His affectionate widow hath caused this marble to be  
erected to perpetuate his name after the hearts of his  
fellow citizens have ceased to be the  
living Record of his Public and Private Virtues

Changes from the original draft were however made so that when cut on the tomb it read:

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"Let the Patriot, the Soldier and the Christian, who visits these mansions of the dead view this monument with respect. Beneath it are deposited the remains of John Barry. He was born in County Wexford, in Ireland, but America was the object of his patriotism and the aim of his usefulness and honor. In the Revolutionary War which established the independence of the United States he bore the commission of a Captain in their navy and was afterwards its Commander-in-chief. He fought often and once bled in the cause of freedom; but his habits of war did not lessen in him the power of the virtues which adorn private life. He was gentle, kind, just and charitable, and not less beloved by his family and friends than by his grateful country. In the full belief in the doctrines of the Gospel he calmly resigned his soul in the arms of his Redeemer on the 13th of September, 1803. His affectionate widow hath caused this marble to be erected to perpetuate his name when the hearts of his fellow-citizens have ceased to be the living record of his public and private virtues."

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In 1865 I copied the above transcript from the tomb. When in 1876, the present tomb was built, the inscription on the old stone had become illegible. I furnished a copy of the epitaph as taken eleven years before

It was changed by the Rev. Michael F. Martin, Rector of St. Mary's, so as to read:





**COMMODORE JOHN BARRY**  
Statue on the Catholic Total Abstinence Fountain  
Fairmount Park, Philadelphia

SACRED TO THE MEMORY OF COMMODORE JOHN BARRY, FATHER OF  
THE AMERICAN NAVY.

LET THE CHRISTIAN, PATRIOT AND SOLDIER WHO VISITS THESE  
MANSIONS OF THE DEAD VIEW THIS MONUMENT WITH RESPECT  
AND VENERATION.

BENEATH IT RESTS THE REMAINS OF JOHN BARRY, WHO WAS  
BORN IN COUNTY WEXFORD, IRELAND, IN THE YEAR 1745.  
AMERICA WAS THE OBJECT OF HIS PATRIOTISM AND THE AIM OF  
HIS USEFULNESS AND AMBITION.

AT THE BEGINNING OF THE REVOLUTIONARY WAR HE HELD THE  
COMMISSION OF CAPTAIN IN THE THEN LIMITED NAVY OF THE  
COLONIES.

HIS ACHIEVEMENTS IN BATTLE AND HIS RENOWNED NAVAL TAC-  
TICS MERITED FOR HIM THE POSITION OF COMMODORE, AND TO BE  
JUSTLY REGARDED AS THE FATHER OF THE AMERICAN NAVY  
HE FOUGHT OFTEN AND BLED IN THE CAUSE OF FREEDOM, BUT  
HIS DEEDS OF VALOR DID NOT DIMINISH IN HIM THE VIRTUES  
WHICH ADORN HIS PRIVATE LIFE.

HE WAS EMINENTLY GENTLE, KIND, JUST AND CHARITABLE, AND  
NO LESS BELOVED BY HIS FAMILY AND FRIENDS THAN BY HIS  
GRATEFUL COUNTRY.

FIRM IN THE FAITH AND PRACTICES OF THE ROMAN CATHOLIC  
CHURCH, HE DEPARTED THIS LIFE ON THE 13TH DAY OF  
SEPTEMBER, IN THE 59TH YEAR OF HIS AGE.

IN GRATEFUL REMEMBRANCE, A FEW OF HIS COUNTRYMEN, MEM-  
BERS OF ST. MARY'S CHURCH, AND OTHERS, HAVE CONTRIBUTED  
TOWARDS THIS SECOND MONUMENT, ERECTED JULY 1ST, 1876-  
REQUIESCAT IN PACE.

In the Centennial year—1876—the Catholic Total Abstin-  
ence Union of America erected the Fountain in Fairmount Park  
at the foot of George's Hill.



One of its five statues of heroic size is that of **COMMODORE JOHN BARRY**.

It has this inscription:

**JOHN BARRY  
FIRST COMMODORE  
OF THE  
UNITED STATES NAVY  
BORN IN 1745  
IN WEXFORD COUNTY IRELAND.  
DIED SEPTEMBER 13TH, 1803,  
AT PHILADELPHIA.**

On the west:

**DURING THE REVOLUTIONARY WAR, HE DISTINGUISHED  
HIMSELF GREATLY, HE FILLED THE VARIOUS COM-  
MANDS ENTRUSTED HIM WITH SKILL AND GAL-  
LANTRY. WHEN UNABLE TO FIGHT ON  
THE OCEAN HE OBTAINED COMMAND  
OF A COMPANY OF VOLUNTEERS  
AND FOUGHT AGAINST THE  
ENEMY ON LAND.**

**AMONG HIS EXPLOITS WAS THE CAPTURE UPON MAY 29, 1781, OF  
TWO ENGLISH VESSELS, THE ATALANTA AND TREPASA AFTER A  
HOTLY CONTESTED ACTION WITH HIS OWN SHIP THE ALLIANCE**

On the north:

**IN JANUARY 1776 HE COMMANDED THE BRIG LEXINGTON  
THE FIRST REGULAR CRUISER THAT GOT TO SEA  
UNDER THE AUTHORITY OF THE CONTINENTAL  
CONGRESS AND THE VESSEL THAT FIRST  
CARRIED THE AMERICAN FLAG UPON  
THE OCEAN.**

On the south:

**THIS MONUMENT WAS DEDICATED TO AMERICAN LIBERTY  
AND REPUBLICAN INSTITUTIONS BY THE CATHOLIC  
TOTAL ABSTINENCE UNION OF AMERICA UPON  
JULY 4, 1876.**





"I CHRISTEN THEE BARRY"

On March 18th, 1895, *The Hibernian Society of Philadelphia*, now called *The Friendly Sons of St. Patrick*, celebrated its one hundred and twenty-fourth anniversary by a banquet at the Continental Hotel. Hon. Edwin S. Stuart, President of the Society and Mayor of Philadelphia, presided. The chief guest of honor was Hon. Hilary H. Herbert, Secretary of the Navy.

During the evening a portrait of Commodore John Barry, a member of the Friendly Sons of St. Patrick in Revolutionary days, was, by the Hibernian Society, presented to the City of Philadelphia to be placed in the Hall of Independence. The portrait is a copy by Colon Campbell Cooper of Gilbert Stuart's portrait of the Commodore, in the possession of Mrs. W. Horace Hepburn, a grandniece. It was presented by General St. Clair Mulholland, who said:

"The Hibernian Society wishes to present to the city the portrait of one of its early members, John Barry of Wexford, one of the most illustrious of Ireland's sons, a brilliant child of the wind and waves, a heroic warrior of the sea, who never knew defeat. Father and founder of the Navy of the United States, the Navy that from the very beginning has been the admiration and model of all the nations of the earth."

Mayor Stuart accepted the gift on behalf of the City.

On March 22d, 1902, at The Neafie & Levy's shipyard, Philadelphia, the torpedo-boat destroyer *Barry* was launched. The "christening" was performed by Miss Charlotte Adams Barnes, great-great-grandniece of Commodore Barry and daughter of Captain John S. Barnes, U. S. N. of New York City.

A great crowd of people were present who were demonstrative of the enthusiasm all felt. A Company of the Hibernian Rifles fired a salute as the *Barry* entered the still waters of the Delaware near to where the gallant Commodore had, in his *Effingham* and *United States* frigates oft passed to and fro and where his *Lexington* and *Delaware* were built.

The Barry Council of the Knights of Columbus, Mr. Daniel Wade, Chief Knight, attended in goodly numbers, and distributed a booklet containing a brief review of the career of the great American whose name they had chosen for an Association composed mainly of Barry's Race and wholly of

his Faith. At a luncheon after the launching, a very distinguished company of celebrities in Nation and State attended. Addresses were made in glorification of the Country's Navy and of Commodore John Barry. President Roosevelt sent a letter of regret at being unable to be present.

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In July, 1902, Hon. M. E. Driscoll, of Syracuse, New York, in the National House of Representatives offered a Bill appropriating twenty-five thousand dollars, to erect, in Washington City, a monument inscribed

**"JOHN BARRY**

**THE FATHER OF THE AMERICAN NAVY."**

This Bill was endorsed by the Ancient Order of Hibernians, in National Convention at Denver, Colorado, in August, and subsequently by State Conventions and Local Divisions. Action may be taken on the Bill in the present session.

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On June 14th and 15th, 1901, at Davis & Harvey's, auctioners, Philadelphia, was sold by Mr. Stanislaus V. Henckles a collection of the official and personal papers of Commodore Barry contained in the collection of autographs and documents made by E. H. Gayley, Esq., of Wilmington, Delaware. The Barry papers numbered, probably, over five hundred pieces. At the sale very spirited bidding prevailed. The Librarian of Congress obtained for \$170 Barry's Letter Book of sixty pages, covering the time from October 9th, 1782, to April 19th, 1783. The bulk of the collection was purchased for Captain John S. Barnes of New York, at a cost of upwards of fourteen hundred dollars.

All the letters and documents were examined in the preparation of this work.





MISS CHARLOTTE ADAMS BARNES

Great-Great-Grandniece of Commodore Barry

Christened "The Barry" Torpedo Boat Destroyer, March 22d, 1902

## LINES ON THE DEATH OF COMMODORE BARRY.

BY MICHAEL FORTUNE.

Columbia's Friend! freed from this worldly coil,  
 Now rests (so Heav'n ordains) from human toil;  
 A PATRIOT FIRM, thro' chequer'd life unblam'd  
 A gallant Vet'ran, for his powers fam'd.  
 Beneath his guidance, lo! a Navy springs,  
 An INFANT NAVY spreads its canvass wings,  
 A RISING Nation's weal, to shield, to save,  
 And guard her Commerce on the dang'rous wave.

Whoe'er the Sage, his character shall scan,  
 MUST trace those Virtues that exalt the man,  
 The BOLD achievement and heroic deed  
 To Honor's fame the laurel'd Brave that lead!  
 Long for his merits and unsully'd name  
 (Dear to his friends and sanctify'd by fame).  
 His CLAY COLD RELICKS shall his country mourn,  
 And with her tears bedew his hallow'd urn.

Come, cheering Hope—celestial cherub come—  
 Say, that his virtues soar beyond the Tomb,  
 Say that with Mercy in ethereal Guize,  
 His white robed spirit climbs yon op'ning skies.

Columbia claims her soldier love and Ireland joys to own  
 The boy who sailed from his Wexford home, undaunted if unknown.  
 Columbia guards his latest sleep—her's was his manhood's noon.  
 Ireland's the vigorous cradling arms and tender cradle croon;  
 For Ireland paints the dreaming boy on the lonely Wexford shore!  
 In 'customed clasp may meet the hands of mother and foster-mother  
 Above his grave, who was loyal to each, as each unto the other.

MARGARET M. HALVEY.

There are gallant hearts whose glory  
 Columbia loves to name,  
 Whose deeds shall live in story  
 And everlasting fame.  
 But never yet one braver  
 Our starry banner bore  
 Than saucy old Jack Barry  
 The Irish Commodore.

WILLIAM COLLINS.



This closes THE RECORD OF THE SERVICES FOR OUR COUNTRY of Commodore John Barry, the Wexford County Irish Catholic, but among the truest and noblest of our Country's citizens.

May it accomplish the purpose of its compiler.

To make this gallant man known, first to those of his own Race and Creed, that by the knowledge they would honor him the more, ever ready as they are to emulate his endeavors for our Country. Then that Americans of whatsoever race or faith might know how well and nobly he served the country that it might, in freedom and independence, be established for the betterment of mankind and the uplifting of humanity. In these, our days of mightiness, it is well to remember, if not to praise, the men of renown who braved all and bore much that our Country should be free.

THE RECORD is presented as an historical compilation that all the ascertainable facts concerning the first Commodore of our Navy should be gathered. Thus, the dearth of information concerning him which has debarred the proper recognition of his merits no longer exist. His career can now be very fully told in orations, poems, dramas, stories or lectures in a manner of more artistic literary excellence than is possible in the presentation of documentary recitals

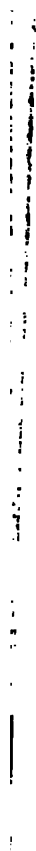
"Which if I have done well and as becometh the history is what I have desired; but if not so perfectly it must be pardoned me." (Machabees xv. 39.)

December, 8th, 1902.

MARTIN I. J. GRIFFIN.

*Gift of the  
1904*





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